

YOUR TICKET TO A TRIP BACK IN TIME!

Bus & Coach

PRESERVATION

Inside this month:

**BOURNEMOUTH ROYAL
TIGER'S NEW LIFE**



BRUTONIAN BEAUTY



POTTERIES DART & MORE!



**SHOWBUS
& GLASGOW EVENTS**

**Plus the latest news
and much more ...**



FROM RED TO GREEN

SWT Bristol restored in post-NBC livery



NEWS PLUS

The latest news from the world of bus preservation and beyond.

FROM RED TO GREEN

A South Wales Transport Bristol VRT has been magnificently restored. What seemed at the start a straightforward prospect turned out to be somewhat more complex than expected.

RETURN JOURNEY: SWT IN THE 1990s.

We take a look at SWT's all-to-brief time in its privatisation livery, latterly with First branding with corporate colours waiting just around the corner...

STILL IN SERVICE

DAVID JUKES presents an autumnal selection of older buses and coaches serving this country and central Europe.

COACHING CLASSICS: MIDLAND RED COACHES IN NBC DAYS

Here we bring you a round up of some of the varied coach types operated by Midland Red and its various sectors from the 1970s to the 1990s.

OLIVE AND BESSIE

Former Lincolnshire Bristol SC OVL 494 looks magnificent in the Brutonian livery previously carried by long-scrapped sister OVL 495. DAVID JUKES finds out more.

AFTER THEY WERE FAMOUS: PROMOTIONAL BUSES

Want to promote your business or its products or attractions? Then get hold of an old bus, plaster it with advertising and invite folk inside to examine the goods!

SHOWBUS HIGHLIGHTS

Our round up of some of the high points of Showbus 2016.

BRIDGETON BUSES

The Glasgow Vintage Vehicle Trust held an open weekend on Saturday and Sunday 8 and 9 October PHILIP LAMB reports.

POTTERIES CONNECTION

PHILIP LAMB reports on this year's Potteries Connection event at the Gladstone Pottery Museum in Longton on Sunday 18 September.

DARTING ABOUT THE POTTERIES

The latest addition to Martyn Hearson's interesting collection of buses and coaches was all the rage in the 1990s as SIMON GILL reports.

RETURN JOURNEY: PMT PRIVATISED

Completing our coverage of current news regarding the celebration of PMT's early privatisation era, we take a trip back in time to look at some of the varied fleet in service at that time.

GO BAR BUS

A Bournemouth Leyland Royal Tiger has begun a new life as a mobile bar, but the conversion has been carried out with the greatest respect for the vehicle's heritage as NICK LARKIN reports.

THE MODEL PAGE

Oxford's single-deckers: an overview of the available models with NIGEL APPLEFORD.

OFF ROUTE

First's bizarre bus-use advice, bananas and cucumbers are all part of NICK LARKIN'S 'Off Route' recipe this month.

BUSMART

B&CP's comprehensive advertising section, where you can buy or sell any bus-related item.

Cover: **This month we feature what were arguably two of the most memorable liveries from the brief privatisation era. South Wales Transport was quick to establish its independence with amongst other things its two-tone green livery, which was splashed on everything from new minibuses to mid-life Bristol VRTs such as No 980 (BEP 980V), now recently restored and resident at Swansea Bus Museum. Read about No 980's restoration on page 12. PHILIP LAMB**

WEST YORKSHIRE

Formed in 1906 as the Harrogate Road Car Co, West Yorkshire Road Car was reborn in 1927 as a result of the Harrogate operator changing its name to reflect its widening sphere of influence. A Tilling/BAT company since 1924, joint working agreements in both York and Keighley entered into during the 1930s led to the formation of two subsidiaries, namely York-West Yorkshire and Keighley-West Yorkshire.

Nationalisation in 1948 was followed by transfer to the newly formed National Bus Company in 1969, the famous West Yorkshire independent Samuel Ledgard & Sons having been taken over in 1967. May 1970 saw the transfer of routes and vehicles previously operated by Hebble Motor Services Park Lane garage. Local government reorganisation in 1974 saw an end to Keighley-West Yorkshire, the joint services in York lasting until the run up to privatisation.

1988 saw the company sold in a management buy-out to the AJS Group, the new owners splitting the company into three: Keighley & District, Harrogate & District and Yorkshire Coastliner.

Our pictures here return you to the 1970s, the NBC, as can be seen reigned supreme.

MAIN PICTURE: The 697 still departs Keighley bus station for Bradford, although West Yorkshire Bristol RELL6G 1332 (LWR 887K) has long since left for the final time. New in 1972, the bus looks in fine fettle in this August 1977 view which also embraces two double-deckers engaged upon more local journeys: Series I Bristol VRT 1947 (BYG 854H) and Bristol FS6B 1826 (MWT 976D), which appears to be carrying the WRONG registration number! Pictures: PRESBUS ARCHIVE





LEFT: Awaiting departure for Knaresborough in Harrogate bus station on 29 March 1975 is Bristol FS6B 1702 (5760 WU). Is that Mother Shipton sitting upstairs?!



BELOW LEFT: Meanwhile back in Keighley we see yet another West Yorkshire Bristol FS6B in this instance No 1772 (839 DYG). The date is 16 August 1979.



BELOW: A later saloon to see service on the 697 was B-series Leyland National 1007 (DNW 845T), new in 1978 is seen in Bradford.



YARDLEY WOOD BUS CLUB

EFE

**WE ARE SORRY TO ANNOUNCE
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76WFA-006 BIRCH BROS—WEYMAN FANFARE (£17) RRP £18.75

1:148 Scale

NAEC-014 SOUTHDOWN—AEC MATADOR (£6) RRP £6.95
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41913B SOUTHDOWN—LEYLAND PD3 QUEEN MARY OPEN TOP (197 Beachy Head) £25
46510A THE WITCH WAY—WRIGHT GEMINI ECLIPSE 2 (X43 Burnley Bus Stn) £25
46510B THE WITCH WAY—WRIGHT GEMINI ECLIPSE 2 (X43 Manchester) £25
46615A ARRIVA—BORISMASTER Coca Cola Livery (137 Streatham Hill) £25
46615B ARRIVA—BORISMASTER Coca Cola Livery (137 Oxford Circus) £25

CORGI JULY—DECEMBER All Models £25

46509A GREEN LINE COACHES—WRIGHT GEMINI 2 (702 London)
46509B GREEN LINE COACHES—WRIGHT GEMINI 2 (702 Legoland)
46511 HARRY POTTER WARNER STUDIOS—WRIGHT GEMINI 2
46616A GO AHEAD LONDON—NBFL HERITAGE LIVERY 11 Liverpool Street
46616B GO AHEAD LONDON—NBFL HERITAGE LIVERY (11 Fulham B'way)
46712A LOTHIAN BUSES—ECLIPSE 2 (43 Waverley)
46712B LOTHIAN BUSES—ECLIPSE 2 (21 Leith Links)

ESTIMATED RELEASE DATES FROM GORGI

41913A/B December	46615A/B November	46616A/B October
46510A/B October	46509A/B December	46712A/B October
	46511 October	

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All Over Cream Livery**

**B208C. Reg No 244 FFM, Fleet No. EMG354 (S35 Barmouth)
Top Cream, Lower Green Livery**

RALLY DATES FOR 2016 SEASON

**29 Oct Wythall Twilight Event
1300-1900**

**30 Oct Swansea Bus Museum
Running Day**

**6 Nov Lincoln Bus Museum
Open & Running Day**

**13 Nov Dewsbury Museum
Open & Running Day**

**20 Nov Aston Manor Museum
Model Fair**

**27 Nov YWBC & Friends
Model Fayre (See Advert)**

**3/4 Dec Manchester Transport
Museum For The Christmas
Cracker Weekend**

www.ywbc.co.uk



24 ©Ken Jones

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Latter day preservation

This year marks the 30th anniversary of the deregulation of services and the privatisation of the bus industry, an event we here at B&CP have been marking with our 'Return Journeys' and restoration stories. Some might remark that this all seems a little premature; as it was only yesterday that these far reaching initiatives began to take effect.

But thirty years means 30 years, to paraphrase our Prime Minister! Whether or not it seems it, 30 years is a long time in the bus industry. Today a 30-year-old bus might well be a Leyland Lynx — to many people still a modern bus, but is it? There's no low floor, no hybrid drive no digital destination display etc etc etc.

In 1986, a 30-year old bus was a Leyland Titan or an AEC Regent V. Go back another 30 years to 1956 and you will discover interest in preserving buses was lukewarm to say the least. What little preservation there was, was largely centred on operators wishing to preserve their heritage. Pioneer preservation within the enthusiast fraternity had barely got started and in almost all cases the objects of their desire were prewar.

As the preservation movement gained momentum, buses, some less than 20 years old, began to be bought and rallied in out-of-service condition with little or no restoration apart from ultimately a basic paint job.

Today 30-year-old buses are still thankfully being preserved, though lessons have been learned. More thorough inspection has led to reframing, repainting, engine changes — all manner of work is

being carried out to ensure the long-term future of relatively modern vehicles.

We have also seen in recent times the re-restoration of some of the 'lick-of-paint' restorations carried out 30 or more years ago — bus preservation is a much more serious issue now than it was in 1986 — we have professional restorers, bus museums, clubs and groups all restoring buses. Times have indeed changed. It is paramount that alongside all those immaculate Leyland Titans out there, that we preserve the buses of 30 years ago, the Lynxes, the Mercedes-Benz minibuses, the Optare Deltas, and so on so that we can pass on to successive generation a complete and rounded picture of the history of the British bus, remembering too all the eras that they represent — prewar, pre-NBC, post-NBC and the formation of the big groups that were to follow.

So we here at B&CP are more than happy to celebrate equally those great restorations of 1950s, 1960s and 1970s buses alongside the growing number of restorations which represent the great and colourful days of the 1980s and 1990s — not sure about the 2000s yet though . . .

PHILIP LAMB



Final VRT on Torbay



To mark the end of almost 40 years of consecutive service in Torbay of the Bristol VR, Rail River Link of Dartmouth, who still operated 2 open top VRs, held a farewell event at the end of their open top operating season. Report and pictures: William J. Spencer

Above: **Operating on hire from North Somerset Coaches, VDV134S along with Rail River Link's VDV138S in Totnes town centre duplicating a 100 service to Paignton on 30 September.**

Right: **Rail River Link VDV138S heading towards Totnes Steamer Quay, 2 October.**

Below: **Rail River Link UWV614S arriving in Paignton with a 100 service from Torquay to Totnes. On 30 September.**



Obituary: Peter Kenzie (1933-2016)

Peter Frank Kenzie of Melbourn and formerly Shepreth, and Kenzies Coaches, passed away on Wednesday 7 September in Addenbrookes Hospital, Cambridge, aged 83 years. Peter leaves a son Mark and daughter Kim, partner Brenda, and brother Cyril.

Peter left school initially to work on a farm, later joining the Kenzies Coaches business alongside his father Bernard and elder brother Cyril.

In the 1950s Kenzies also operated

lorries which Peter drove, before becoming a full-time coach driver with the company. He also attended many Brighton Coach Rallies in the 1960s and 1970s).

Packed with friends and colleagues from the coach industry, the funeral took place on Tuesday 27 September at Cambridge City Crematorium. Peter made his last journey on board Kenzies' Bedford OB JBY 804.

Report: JOHN WAKEFIELED

Picture: JIM NEALE



Routemaster joins Cummins line-up at IAA, Hannover

Cummins Inc featured a 54-year-old AEC Routemaster in the line-up of Cummins-powered clean buses appearing at IAA, Hannover ready to meet the Euro 6 Phase-C low-emissions regulations which will take effect from 1 January 2017.

RM1005, which first entered service with London Transport in 1962, now has the distinction of being the oldest, cleanest bus operating in Europe following a Cummins repower installation with the B4.5 diesel rated at 150hp (112 kW).

Road-testing has demonstrated that the Routemaster, despite being more than half-a-century old, is capable of achieving up to 10mpg, demonstrating efficiency and emissions equal to that of low-carbon accredited buses operating in London today. The inherent structural strength of the B4.5 enables the 4.5-litre four-cylinder engine to easily power the 64-seater bus, providing smooth acceleration and quiet operation. The only visible change within the driver's half-cab is an updated dash

panel and pedal controls to connect with the B4.5 engine management system.

'We are delighted that RM1005 has made the journey from London to feature at IAA in Hannover, because this project demonstrates how even the oldest buses in operation can be repowered to meet the most stringent emissions standards,' said Ashley Watton, Cummins Director, On-Highway Europe.

'By meeting 2017 Euro 6 Phase-C regulations, this now means RM1005 is aligned with the intention of the proposed Ultra-Low Emission Zone (ULEZ) in London, able to operate alongside the newest bus designs,' Ashley said.

The Routemaster repower was completed using Cummins Smart Efficiency, a solution that enables the engine integration to be precisely configured to the specific duty cycle and driveline of the vehicle. The highly compact envelope of the B4.5 provided an ideal fit within the small engine compartment, ensuring that the

characteristic external appearance of the bus remained unchanged, even with the incorporation of the switchback design Cummins Modular Aftertreatment.

The Euro 6 repowered Routemaster RM1005 is owned by Sir Peter Hendy, formerly Commissioner of Transport for London, who challenged the Cummins engineers in 2015 to repower the bus to meet the most stringent emissions standards in order to continue working on heritage routes and charitable work. With many hundreds of Routemasters still on the road in the United Kingdom, the successful repower of RM1005 opens up the opportunity for those historic vehicles to continue running with a Cummins clean-diesel repower.

Visitors who boarded the bus would have been in royal company, because in its many appearances for charitable events in recent years, it has welcomed aboard public figures such as the Prince of Wales, the Duke and Duchess of Cornwall and Prince Harry.



Empress Coaches buys 100th vehicle

Empress Coaches of St Leonards has recently bought its 100th Coach since the business began in 1929. The vehicle in

question is 1967 20-seat Bedford J2SZ10/Plaxton Embassy, EXS 569F, which started life with SMT Sales and Service

as a demonstrator in October 1967, later that year going into service with Pattison of Paisley.

After passing via four further operators, it was acquired by G-Line Coaches, St Annes in December 1992 for preservation. With some restoration work still needed, it was sold to preservationist Chris Stokes of Chelmsford in June 2012 who completed it, painting it cream and blue.

Empress Coaches' Steven Dine was searching for a small heritage coach for use a vehicle when EXS 569F became available. Although Empress has never owned an Embassy-bodied J2, it did own a 33-seat Bedford VAS1 (DHN 455C), which ended its days as a caravan. The J2 will be repainted in Empress' maroon and white livery, joining its preserved CVE Omni (H389 KPY).

Report and picture: JOHN WAKEFIELD



Bedford transporter

New to Hawkey of Newquay in June 1973, Bedford YRT/Plaxton, JRL 900L, was entered at the Canvey Island Rally on Sunday 9 October by Steve Nash of Hockley, Essex.

Steve has owned it for 21 years, finally returning it on the road just prior to the rally. As can be seen, the vehicle has been converted into a high-class transporter/support vehicle for a drag racing car.

Report and pictures:
JOHN WAKEFIELD



Gilbow (Holdings) in administration

Gilbow (Holdings), owner of the Exclusive First Editions (EFE) range of die-cast buses, lorries and Underground tube trains went into administration on Wednesday 5 October.

The company began designing and tooling models in 1988, the first products appearing in 1989. Originally funded by the Era Group and based in Great Yarmouth, in 1996 under Era the warehouse moved to Milton Keynes, then to two different buildings in Hemel Hempstead before the Era Group, which also owned the Beatties model shop chain, split up from 2000 onwards. Frank and Brenda Joyce bought EFE back from the Era Group in 2001 and relocated the design and sales offices with the warehouse in one building in Enfield, which is the current base.

EFE has probably the largest range of 1:76 models currently available so would be a very big loss to modellers and collectors. It also produces 1:24 model buses, 1:1750 ships and 1:8 Clockwork racing cars.

At the time of going to press, however, it was understood that Model Railway manufacturer Bachmann had purchased EFE, which is reported to be carrying on as normal for the present.



Omnibus Society Presidential Weekend 2016

The Epping-Ongar Railway was chosen to welcome around 100 guests from The Omnibus Society during its annual Presidential Weekend. Each year the OS has a different President, 2016 being the turn of Leon Daniels, who had chosen the Epping-Ongar Railway to host the third and final day of the event.

Members of the OS were collected from their hotel in Brentwood by Routemasters CRL4 and RCL2260, and thanks to the ever-helpful garage staff at Arriva Harlow, taken to a re-created 1960s Harlow bus garage, where the sight of RTs, RFs, CRL4 and RCL2260 plus some replica vintage signage created and installed by Truform Ltd, also responsible for TfL signage, were assembled and manoeuvred into favourable positions. Once suitable photos had been taken,



the guests were taken in the vehicles to the North Weald railway where lunch was served in two specially reserved coaches as they covered a round trip to Epping Forest, Ongar and return to

North Weald and the 'Ones and Odd Ones' Bus Event.

Pictures: KEITH VALLA



Bedford OB project seeks new owner

Duple Vista-bodied Bedford OB GVJ 190 was new to Langrove Coaches, Llangarron in October 1949, it passed to Silver Service, Darley Dale in the mid-1960s. By January 1973 it had passed to Brell Ewart of Ashbourne, Derbyshire. It is believed Mr Ewart used it as a caravan in the 1970s to tour abroad before placing it in store.

In November 2009 it was bought by South Wales residents Alan Miles and Brian Turner. By then it was in very poor condition, requiring a full restoration. Following some initial restoration

the project stalled, Brian Turner leaving Alan to carry on alone. Brian found it difficult to continue following the death of his wife in 2014 and sold GVJ 190 to Matthew Neville of Ampthill near Bedford, who now wishes to sell the coach on as a part-restored project.

As can be seen there is still a considerable amount of work to do — an ongoing project for an experienced restorer. Anyone interested should contact Matthew Neville on 07818 594368 with offers in excess of £4,000. Report and picture: JOHN WAKEFIELD



Ones and Odd Ones Bus Event

On the same day as The Omnibus Society Presidential Weekend, the Epping-Ongar Railway held a 'one-off' event of "Ones and Odd Ones" at North Weald Station. An amazing selection of former London buses with fleet No 1s and some unusual prototypes or single-class vehicles filled the available space at the station.

The event started with the normal 339 route being run with RT family vehicles and the 381 on its last day in service for this season being covered by RF180. Special tours were also run, often at 10min frequency, to local destinations with a selection of the entered vehicles. Particularly popular was AC Swift SM1 (AML 1H), which, with other single-deck vehicles operated on trips to the Kelvedon Hatch 'secret nuclear bunker'. Other routes included an RT/RTW operated link to and from the LT Central Line station at Epping, the E-O railway was also operating a normal Sunday timetable, all proving very popular.

While this event was strictly a 'one off', we understand it paves the way for further themed events to take place.



Former Burnley & Pendle Dart preserved

Blackburn Heritage Weekend on 10 September 2016 saw a small collection of buses displayed in the Cathedral Quarters.

Amongst them was former Burnley & Pendle Dart 702 (W702 BFV) now preserved in Huddersfield.

Picture: CHRIS NEWTON

Crich volunteer project highly commended

Crich Tramway Village hosted the 10th Derbyshire Heritage Awards on 7 October. Crich Tramway Village entered three projects for the awards, including 'Best Project on a Limited Budget', 'Best Volunteer Budget' and 'Reaching New Audiences'. The Village's Best Volunteer Project achieving the Highly Commended Award. The award was the result of volunteers working well as a team alongside East Anglia Transport Museum and Crich Tramway Village staff, as well as Scott's Heavy Haulage staff through the loan of its London County Council 106 tramcar to East Anglia Transport Museum for its London Event in July this year.

The volunteers involved in the project included Andrew Bailey, Mike Crabtree, Steve Hughes, Cameron Sharp, Phil Spowart and Tony Williams who all gave a considerable amount of free time to ensure the project was a success.

General Manager at Crich, Dr Mike Galer said: 'We are delighted to have achieved the Highly Commended Award for the Best Volunteer Project

as this shows how much our volunteers contribute and work together as a team to the on-going development of Crich Tramway Village and the relationships we are building with other organisations for the benefit of visitors'.

The Awards are run by the Derbyshire Museums and Heritage Forum and celebrate the work taking place in museums, historic houses and heritage sites across the county. Entries are welcomed from any organisations that has undertaken heritage related projects during the past year, including arts activities and work with natural heritage. The awards are funded by the Derbyshire Museums and Heritage Forum and a grant from Museum Development East Midlands. This year's awards were

judged by Joy Hales (Editor, Derbyshire Life Magazine) and Pete Brown (Museum Education and Interpretation Consultant), whilst the ceremony was compered by Radio Derby's Andy Potter.

Award winners received a plaque, whilst 'highly commended'

projects were awarded a framed certificate. There were 35 entries from 16 different organisations this year, so the judges were forced to make some very difficult decisions when choosing the winners.

Crich Tramway Village closed for the season on Sunday 30 October. For

further information about the Village telephone 01773 854321 or visit: www.tramway.co.uk

Our picture shows Jan Barratt, Learning and Participation Manager and Dr Mike Galer, General Manager from Crich Tramway Village with the award.



ACE Puma sold again

The sole surviving Plaxton Paramount-bodied ACE Puma has recently been sold again on an Internet auction site.

E923 LCP was new to Woods of Mirfield in March 1988 later passing to Abbeyways, Holmeswood Coaches and Central Coaches, Rotherham amongst others. In 2005 it was acquired by Ben Fosker of Martlesham, who ran it in his Running Footman fleet for six years before selling it on again in January 2011 when it was reported to have gone to an owner in Cleveland who planned to turn it into a caravan.

It turned up some four years later devoid of seats and luggage racks, parked precariously on a sloping driveway in Torquay, the owner desperate to sell it.

Ben bought it back to save it from potential scrap, thus becoming the owner for the second time, and moved it to his new base at Clopton Industrial Park, Woodbridge, Suffolk, now trading as Venturer Coachways.

In March 2016 ownership passed to Ben's brother Oliver who started

restoration work to return it back to a coach and the condition it was in when Ben sold it five years previously. Owing to problems with storage Oliver Fosker was forced to sell the Puma again, it achieving £1,050 on eBay in September. As yet the new owner is not known'

Another ACE Puma, Van Hool-bodied B628 MSF new in April 1985 to Silver Coach Lines, Edinburgh, currently with Memory Lane Coaches of Golbourne was also being advertised for sale in September.

Report and picture: JOHN WAKEFIELD



FROM RED TO green

Swansea Bus Museum's JOHN ADAMS and DAVE BEMMER decided to take the plunge and acquire and restore a bus. They chose an SWT Bristol VRT/SL3. What seemed at the start a straightforward prospect turned out to be somewhat more complex than expected.



The vehicle chosen for the restoration project was 1980-built No 978 (BEP 978V), a Leyland 501-engined example new to Ravenhill depot. Later in life it was transferred to Pontardawe from where it was withdrawn by First Cymru in July 2000 and stored at Tycroes. From there it was acquired during 2003 by a private owner for preservation before being purchased by the museum in 2005.

Bristol VRTs had been the backbone of the SWT fleet in later NBC years, and upon privatisation they looked well in the new livery chosen by SWT's new owners, a team of former SWT managers.

INSIDE AND OUT

Following a few days cleaning the interior with soap and water and car upholstery cleaner, the interior was restored to its original glory —Autumn Leaves Formica and brown and tan vinyl!

Close examination from the outside, however, revealed that the bus was leaning to one side; deflated tyres perhaps? Not exactly. It transpired that No 978 had tyres of varying sizes, with a flat inside tyre and another of 20in diameter instead of 22.5in. A search of the museum's stores resulted in six correctly sized tyres being fitted. Some engine compartment doors and frames to replace the missing ones were fitted, though one part of the frame proved awkward as 978 had obviously had a bump up the back end at some time. Destination blinds were also sourced and fitted.

With the vehicle more or less complete and sitting right, the first priority was to restore the rotted floor in front of the nearside wheelarch. It soon became apparent that the rot extended to the whole of the floor riser. Exterior grade plywood and timber were purchased. Much jigsawing and screwing later, the floor and riser had been rebuilt. As the interior was original it was deemed appropriate to retain as much of the

lino as possible, so in removing it, Dave carefully cut it around the damaged area and chiselled it off with a bolster. Standing on the offside floor in front of the wheelarch showed the same problem there, so again the same rebuild took place. Further forward it was discovered that the floor had rotted in three places, so those areas were rebuilt and reinforced.

Upstairs, the lino had risen off the floor in three places, because the plywood's top layer had delaminated, but it was not worthwhile chopping up the floor there as it could be reinforced with aluminium plate, the lino being replaced over it.

RUST

No 978 had stood outside after withdrawal and in storage, so besides rotted timber there was rust. With no lifts at the museum at that time, inspection of the chassis meant jacking the bus up on one side and placing it on blocks. The main chassis had little rust on it, the outriggers bearing the brunt of exposure from the weather and spray from the wheels when in service. Whilst removing the rust, the opportunity was taken to remove the fuel tanks, as the retaining straps had rusted through, the tanks themselves being in very good condition and cleaned up well, and as with the chassis looked good after a coat of silver paint. The straps were replaced in stainless steel and the hoses renewed.

The heater unit, located under the rear downstairs seat, had no matrix, just the frame and two rather rusty motors, and another missing. After derusting, cleaning and painting, the frame went off to have

a new matrix made by Ricketts Radiators, Swansea. One fan was rusted away and another missing, but Shorts Electrical in Landore, Swansea still had not only the motors but also the fans in stock! Sourcing hoses for the heater proved difficult, as they bend through 90 degrees and also have to allow for the heater to be moved if one wants access to the panel in front of the starter motor. In the end flexible silicone hoses with copper 90 degree bends joining them were used.

The bottom radiator hose was replaced with a silicone one and then all 112 pints of anti-freeze solution were carefully poured into the header tank at the back. Happily there were no leaks under the bus or in the engine compartment, or from the heater unit.

A few weeks later a puddle appeared under the nearside rear wheel. The cooling system was leaking from one of the most inaccessible places imaginable — a small, narrow hose joining two pipes, located between the exhaust silencer, spring shackle and rear axle and in one of the places with the least clearance in any direction.

With the hose repaired the 112 pints, which had been drained from the system, were duly poured back in again.

BODY TALK

Next task to be tackled was the replacement of all damaged or missing body panels. Skirt panels were formed by bending them over a thick steel pipe, attaching them with panel pins and then applying beading strips over the joins. With the panels removed, it became clear

It's now almost 30 years since South Sales Transport exchanged its poppy red livery for this attractive two-tone green scheme as a result of a management buy-out. Now a Bristol VRT has been restored to commemorate the colourful post-privatisation in south-west Wales.

Former SWT No 978 (BEP 978V), a Leyland 501-engined Bristol VRT/SL3, is seen in Neath in service with First Cymru, livery unchanged.





that No 978 had had a major argument with something very solid, like a wall or lamppost. A frame upright had a very distinct kink in it! SWT had obviously decided to panel over this damage, but without taking off the beading, it had just panelled up to the edge of the old beading! New panels were shaped and all new beading was sealed to prevent water ingress.

Several sections of wood fillet within the top hat-shaped framing to which the panels were replaced. In the interior, plastic trim strips which were missing in some parts of the ceiling were replaced — a tedious process as they had to be eased in inch by inch. An access panel under the downstairs rear seat was missing, along with the seat squab and cushions. The panel had originally been made from 'Checkerplate' but this is no longer made, so it has been replaced with plain aluminium. The original seat had been borrowed for another bus some years previously, but the owner kindly agreed to give it back when he had completed the refurbishment of the seats on his bus, and it was duly refitted. Missing door brushes and handles were also replaced with spares from spares donor No 957, and the handpoles repainted used satin black Hammerite.

Electrical issues were a big bugbear. The bus could not be run because it didn't have start or stop buttons on the dashboard, just two holes. No 957 provided a replacement. A faulty headlight was easy to replace, as were two missing indicators, but the restorers couldn't get the indicators to work. It took a new flasher unit and an auto electrician to sort out those and the hazard warning lights. Front foglights, which had been removed in service by SWT were reinstated, switches on the dash panel were rewired as were and wired up all the rear lights after the team had puzzled its

This page, top: **Let work commence! No 978 awaits a saviour at Swansea Bus Museum.**

Centre left: **Work in progress to fit correct spec tyres.**

Centre right, upper: **Underside of the bus has been resilvered.**

Centre right, lower: **Rotten timber floor in front of nearside wheel arch.**

Bottom: **New panelling to nearside rear.**

Opposite page: **Painting in progress.**

way through the contradictory information in the workshop manual about 12V or 24V bulbs! Interior fluorescent tubes were also replaced.

Still left to fill was a hole in the dashboard where there should have been an air gauge, temperature gauge and a tachograph. Draped in the hole were about 20 wires, all of different types and colours. The horn didn't work, neither did the alternator. An auto electrician was summoned! Steve found his way around the wiring straightaway: the horn wouldn't work because it was missing! He rerouted the wiring to the alternator to detour the apparent break in the original wiring, got the temperature gauge wired up and worked his way through the maze of wires that connected to the tachograph.

FIRED UP

The museum mechanic managed to start the engine using a screwdriver to short the starter and a can of fuel on the platform. It ran well, but take the can down caused it to stop. Fuel filters were changed and fuel put into the refitted tanks, but still no luck. Pressurised air was forced into the tanks, making them 'boing' alarmingly, hoping to clear a supposed blockage, but fuel ran through freely. Eventually the culprit proved to be the lift pump, which is attached to the high-pressure fuel pump by four tiny nuts almost hidden out of sight. A refurbished pump was fitted, but still no luck. Finally the 'spares' bus had to donate its lift pump and luckily that worked.

Finally the day came when 978 was started up, 1st gear selected and moved a few yards under its own power. The power steering worked well, all the gears worked and the brakes worked, but the VRT kept losing air pressure. The culprit was the air-operated parking brake, which was leaking. Fortunately one could still order a replacement from Fleetwheel in Swansea, either a very expensive new one or a somewhat less expensive refurbished one.

During the next few weeks No 978 trundled out into the yard and an enjoyable time was had driving it round the yard and listening to that combination of Leyland engine and Bristol running gear. It still looked shabby, however, with faded paint in a mixture of red and green, a motley collection of shiny new panels and rusty wheels.

PAINT-TIME

Transformation, however, was about to begin — it was time for painting! A decision had already been made to paint 978 in SWT's post-privatising green livery, as sister bus 961 was already in NBC poppy red. Following much deliberation, it was decided have it professionally sprayed.

First though there was the problem of matching the colour. The paint on the bus had faded, so it would be difficult to come up with the correct colours, and there are five colours in this livery! Research on the Internet found that Akzo Nobel, owners of ICI Paints, etc, published a list of companies they had supplied paint to, including South Wales Transport. There on the list were the paint codes for all five colours which the paint suppliers could use to mix the correct shades. The paint and all the other necessary materials —

sanding discs, pads, thinners, hardeners, filler, fibreglass etc were ordered.

The front nearside dome and pillars had been damaged in service, and a botched job done to get it back on the road quickly, so the front window had to come out for the repair to be done. Some nasty dents at the back also had to be pulled out and filled. Then followed the truly tedious bit: endless sanding down with orbital sanders. Some panels had to be rubbed back to bare metal as the old paint was so unstable, but others could be sanded back to sound paint.

Damaged panels had to be filled and fibreglassed, then rubbed down. Access panels were taken off and windows and lights etc masked. New panels and bare metal had to be roughened for the primer to take, etch primer applied, rubbed down, normal primer, more rubbing down, then spots of black paint to show,





with yet more rubbing down, where the small dings and dents were. More primer was then applied where necessary.

Finally the day arrived for the topcoat to be applied. The sections that caused the most trouble were the cove panels above the lower-deck windows, which featured three colours, a white background with red and yellow stripes. Despite careful masking the colours crept under the masking tape, the red being notoriously difficult to paint over. After about six attempts it all came right and the top deck was painted in the paler leaf green. Unmasking was the easy bit, and rather rewarding! No 978 made its first public appearance in its fresh paint at the May 2014 Centenary show.

Our thanks to Dave Bemmer who provided the basis for this feature which first appeared in Swansea Bus Museum's in house magazine and to John Adams, who arranged, well everything, including the photo-shoot!

Top and above: **The SWT privatisation livery was undoubtedly one of the best and sat well on the Bristol VRT and Leyland Olympian-based double-deck fleet.**

Inset: **Owners and restorers John Adams (left) and Dave Bremmer.**

Left: **Thoroughly cleaned interior remains largely original.**

SWT *in the* 1990s

Latterly a BET company, South Wales Transport began its existence running bus services to connect with the Swansea Improvements & Tramway Co network on 2 May 1914. Tram operations ended in 1937.

The Swansea & Mumbles Railway was absorbed in 1958, the system closing two years later.

On 1 January 1969, SWT became part of the National Bus Company, and, as a result of the privatisation of the bus industry, was sold in a management buy-out in May 1987, the attractive livery seen here being adopted soon afterwards. Some three years later, SWT was sold to the fast-growing Badgerline Group.

In 1995, Badgerline merged with GRT Holdings to form FirstBus, in turn becoming part of First Cymru in April 1998.

Here we take a look at SWT's all-to-brief time in its privatisation livery, latterly with First branding — corporate colours were waiting just around the corner . . .

We begin with this line of parked-up buses at Swansea's Quadrant bus station in June 1995 with 1985 ECW-bodied Leyland Olympian 903 (C903 FCY) to the fore. No 903 later saw service with Chepstow Classic Buses and is now at Swansea Bus Museum awaiting restoration in NBC poppy red livery. Also in view are 1980 Bristol VRT/SL3s Nos 975/89 (BEP 975V, ECY 989V), the latter ending its days with Griersons of Fishburn. PHILIP LAMB



Possibly the most interesting SWT vehicle from this era is No 703 (VDH 244S). Rebodied with the Duple Dominant bus body seen here for Graham, Paisley in 1986, this Leyland Leopard began life with a Willowbrook 008 Spacecar body with National Travel Midlands in 1977. With a luxury fit out featuring 28 recliners, the Leopard was initially used by Wolverhampton Wanderers FC as its team coach. Quality was an issue with the Spacecar body, and as with many others of its kind, this led to the new body being fitted. Following service in Scotland, its next owner was York Pullman in 1990, followed by Yorkshire Rider upon its takeover of York Pullman's Reynard Bus routes. Next stop for the Leopard was South Wales, firstly with Brewers and then, as seen here in October 2001, with First Cymru in the former SWT livery. Last recorded owner was Gwyn Williams of Tumble, Llanelli. PRESBUS ARCHIVE





Seen here in August 1997 is another 1985 Leyland Olympian ECW, in this instance No 902 (C902 FCY). PRESBUS ARCHIVE

Duple 425 No 131 (C312 KTH), with route branding for SWT's Swansea-Bath Shuttle service, had been new for National Holidays work as 999 BCY. Seen here in June 1995, No 131 is preparing to depart for Cardiff on an National Express 'extra' working. Re-registered in 1989, No 131 was exported to Zimbabwe in 2004. PHILIP LAMB

Heading up a column of SWT buses in June 1995 is Mercedes-Benz L608D No 234 (D234 LCY), converted for bus use by Robin Hood. Also in view is Dennis Dart No 550 and Bristol VRT/SL3 No 991. PHILIP LAMB



Below: **Seen here in August 1996, No 346 (G346 GEP) is a Mercedes-Benz 814D bodied by Robin Hood in 1989.**
PRESBUS ARCHIVE



Above: **A number of Badgerline fleets received examples of the Dennis Lance with Plaxton Verde bodywork. Amongst SWT's 1993 allocation was No 817 (L817 HCY). Seen here in August 1997 and transferred to First Northampton in 2003, the Lance ended its days with First Leicester.** PRESBUS ARCHIVE



Above: **Alongside the Lances, another Badgerline favourite, the Plaxton Pointer-bodied Dennis Dart, arrived in the mid-1990s. Seen here, also in August 1997 is 1994-built No 537 (L537 JEP).**
PRESBUS ARCHIVE



Right: **We end with this view of Mellor-bodied Mercedes-Benz 811D 390 (M253 CDE), which had been new to Davies Bros of Pencader in 1994. It passed to First Cymru with the remnants of the Davies Bros operation in 1999.**
PRESBUS ARCHIVE



DAVID JUKES presents an autumnal selection of older buses and coaches serving this country and central Europe.

ALMOST HOME

Heading into Moving Peoples' temporary Oswaldtwistle depot on 13 September 2016 following a morning school duty is the operator's P682 SVL, a 1996 East Lancs E-type-bodied Volvo Olympian new to Lincolnshire RoadCar as its No 682. The bus is almost home in another way as the East Lancs' factory was based in nearby Blackburn.

Picture: CHRIS NEWTON

IN THE PEARL OF DANUBE

The Hungarian capital is neatly divided by the River Danube; the once separate cities of Buda and Pest lying on either bank. City Sightseeing Budapest uses two tri-axle MCW Metrobus open-top buses including NOR 003 seen on 9 September 2016 after turning around at the Citadella stop. The bus was new as China Motor Bus ML81 (EA 4389) in 1988 and was shipped back to the UK to work with Big Bus in London in the early 2000s registered F326 UJN. It last operated in the UK for Catch 22 Bus in Blackpool before being driven to Budapest this summer. Big Bus Budapest has three former Lothian Regional Transport Alexander RH-bodied Leyland Olympians to supplement their low-floor open-top double-deckers including LXX 941, new as Lothian No 304 (E304 MSG) in 1988, photographed heading to Heroes Square later the same day. Picture: TOM GRAHAM



1



KERNOW & SCILLY ISLANDS

(1) Former Crosville Wales MMM718 (N718 DJC), a 1995 Alexander AM Sprint-bodied Mercedes Benz 811D is doing sterling service as the St Mary's Community Bus. It is scheduled for seven trips Monday to Saturday and five on Sundays operating a circular route lasting 17min from the island's Town Hall. Internally it still has evidence of past Arriva ownership and externally that of Royal Buses of St Ives, Cornwall. (2) First Kernow 38006 (D706 GHY), a 1987 Alexander RV-bodied Volvo B10M-50 Citybus new to Badgerline as its No 5706 in roofed form, departs from St Ives bus station on 13 September 2016 bound for Lands' End. (3) Awaiting departure for Penzance from the same location that same day is First Kernow 34137 (L637 SEU), a 1993 Northern Counties Palatine 2-bodied Volvo Olympian new to Bristol Omnibus as its No 9637 in roofed form. Helen Glover MBE is the Truro-born twice Olympic gold medal-winning British rower. Pictures: ALAN MOORE (1) / MALCOLM FLYNN (2/3)



2



3



HAMPSHIRE BUS REVIVAL

Morton's Travel of Little London (Hampshire) has recently painted H654 VVV, a 1990 Alexander RL-bodied Leyland Olympian new to United Counties as its No 654, in original Stagecoach stripes livery with Hampshire Bus fleetnames. The bus, seen here on 21 September 2016, forms part of Morton's heritage fleet, but still works schools and rail replacement duties as required. Picture: CHRIS MARTIN



ROUTE 48 OLYMPIANS

Stagecoach South route 48 is a free service linking Chichester bus station and the city centre with the Tesco superstore located on the city's western edge. It is a one-bus route usually operated by one of the fleet's remaining Volvo Olympians. Alexander RL-bodied 16263 (P263 WPN), new to the operator as its No 263 in 1997, rushes along Avenue de Chartres on a dull 19 September 2016, three days before coach-seated sister 16590 (S590 BCE), new to Viscount as its No 590 in 1998. Less usual is Northern Counties Palatine-bodied 16632 (P232 VCK), new to Ribble in 1996 as its No 2232, seen laying over in Chichester bus station on 22 September and loading in West Street five days later. Pictures: DAVID JUKES





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Pictures: DAVID JUKE



Midland Red coaches **IN NBC DAYS**

Here we bring you a round up of some of the varied coach types operated by Midland Red and its various sectors from the 1970s to the 1990s.



First up is a quite non-standard Midland Red coach which had been new to Harper Bros of Heath Hayes in 1972. Taken over with that fleet in 1973, nearly new 33ft Leyland Leopard with Duple Commander coachwork LRF 220K, thus became 2251 in the Midland Red fleet, being put to use on National Express work, as seen here in September 1979 in Bracknell. No 2251 was later fitted with a Plaxton Elite lower dash and was sold out of service to the Squadronaires Marching Band.

Another acquired coach was No 2147 (XUX 558K), a 1972 Bedford YRQ with Duple Viceroy body which had been new to Cooper of Oakengates, passing to Midland Red with that business the following year.



The Plaxton Supreme-bodied Leyland Leopard was more normal NBC fare, Midland Red being the recipient of several examples. Seen here in Redditch in May 1978 is No 666 (RDA 666R), which had been new in 1977 to National Travel West.

The futuristic Willowbrook 008 Spacecar was built primarily for NBC subsidiaries on Bedford Y-series, AEC Reliance but principally the Leyland Leopard. New to National Travel West in 1978 as its N156 (XCW 156R), but by the time of this view, the Leopard had been transferred to Midland Fox as its 125. It is seen in Leicester in Midland Red Express livery.

Wearing NBC 'Hotspur' MAP-branding, Midland Red North 681 (SOA 681S) is a 1978 Leyland Leopard with Plaxton Supreme body. This coach was to see later service with Pennine of Gargrave.



Right: Another unlikely vehicle to find its way into NBC ownership is Midland Fox 7006 (EUT 10T), a 1979 Ford R1114 with Plaxton Supreme IV Express bodywork. Seen here in August 1985 in Leicester wearing Foxhound livery, the coach had been acquired with the assets of N&S of Oadby.



Below: Midland Red Express 568 (B568 BOK), a 1984 Duple Caribbean 2-bodied Leyland Tiger was, as seen here, initially allocated to National Express work. It later formed part of the Midland Red Coaches fleet.



Above: New to Midland Red North in 1983, No 1513 (A513 HVT), a Leyland Tiger with Plaxton Paramount 3500 coachwork is seen in March 1987 with MAP-derived Mercian branding. Re-registered A19 AAS, the Tiger was sold to Storeys of Ely. Further owners include Torrs of Nottingham and Coastal Liner of Wolverhampton, with which it was stripped for spares in 2011.

Left: Dual-purpose double-deckers were used on busy trunk routes such as the X31 Rugeley-Birmingham service, on which we see, in July 1986, Midland Red North ECW-bodied Leyland Olympian No 1912 (B912 NBF). No 1912 was later transferred to Stevensons before sale to Sanders of Holt. Its final owner was Anglian of Beccles.

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Olive and Bessie

Former Lincolnshire Road Car Bristol SC OVL 494 looks magnificent in the Brutonian livery previously carried by long-scrapped sister OVL 495. DAVID JUKES discovers more about both buses from the former's owner PAUL WELLING, who cleaned the Brutonian fleet during his schooldays.

The Bruton-based Brutonian fleet during the late-1970s and early-1980s contained a single Eastern Coach Works-bodied Bristol SC4LK amongst its small but varied collection. OVL 495, new to Lincolnshire Road Car in June 1960 as its No 2486, was acquired by proprietor Chris Knubley in August 1976. 'Bessie', as the bus was affectionately known to Chris (and 'Ovol' to others), proved to be very economical to operate and was used mainly on an Evercreech Unigate Dairy workers contract service or the Fridays-only Route 14 which linked Bruton and Taunton, the Bristol being too small for the company's other routes.

BOB-A-JOB

'Bessie' was still in service during April 1980 when a young Paul Welling was actively involved in Bob-a-Job week for the

Scouts: 'I went to the bus company located next to my house and asked if they wanted someone to wash their buses. That was the beginning of an evening and weekend job washing and cleaning the eclectic Brutonian fleet, one of which was a very old looking OVL 495.

'I was cleaning it one day when a man came running down the yard shouting at me,' he recalls. 'I had no idea what he was talking about, but as I put my brush under a seat out popped a wage packet. I did not know how much it contained but the man was delighted I found his weekly wage, although not enough to share any of it with me!'

Paul worked for Brutonian until he and his parents moved away from the area in September 1982. OVL 495 was withdrawn the same month and laid up in the Brutonian yard until its October 1987 sale to Wacton Trading — subsequent Brutonian owner Tony Tucker choosing to clear the yard of withdrawn vehicles around that time.

The Bristol passed into preservation and eventually went to a Basingstoke-based group determined to effect a half-cab conversion. The work was not fully completed and OVL 495 went for scrap in 1990.

Moving forward to 2009, Paul carried out an online search for Brutonian and then started to piece together the history of each vehicle owned. This information and The Brutonian Story, written by Michael Wadham, can be found on the Countrybus website at: www.countrybus.co.uk.

SURVIVORS

There were (and still are) five remaining ex-Brutonian vehicles in existence: 'I knew their owners were not going to sell them to me,' Paul considers, 'so I realised the only way forward would be to buy a look-a-like with identical chassis and body.'

'I was in the West Country for work in January 2015 and was reminded of that desire to own a look-a-like bus,' he adds. 'I came home and looked for vintage buses

The Bristol SC was designed as a small single-deck bus for rural routes; the full front and forward entrance facilitating one-person-operation. Here OVL 494 is seen doing what the Bristol SC was specifically designed for — negotiating a narrow lane in a rural environment. DAVID JUKES



for sale on line – and OVL 494 came up on eBay. ‘I just thought it was absolutely meant to be.’

Paul gathered some knowledgeable friends and they went to inspect ‘Olive’, as OVL 494 is named, at Tilly’s Bus Company in Southwold. They found the bus to be in mechanically good order and Paul completed the deal on 14 February 2015, Olive becoming ‘his valentine’.

OVL 494 was new to Lincolnshire Road Car as its No 2485 and passed to Philips Motor Services of Holywell in August 1976. It was operated by S. P. A. Davies of Pontybodkin between August 1978 and March 1980 before being laid aside.

Preservation beckoned in August 2004 until sale to Tilly’s in 2010. Tilly’s Restaurant set up Tilly’s Bus Company to operate Olive as the replacement for a summer-only horse-drawn bus service that linked Southwold’s seafront, pier and other attractions until the owner’s retirement.

‘Tilly’s wished to pass the bus on as some of their drivers were retiring,’ recalls Paul. ‘When I told them my story there was absolutely no way anyone else was going to be buying “Olive”. They were bowled over and totally loved the passion I had about the two buses — I was going to recreate a schoolboy’s dream!’

BRUTONIAN LIVERY

Paul intended his new acquisition to carry Brutonian livery and make a return on his investment by operating private hire. Martyn Hearson replaced the lower exterior panels before ‘Olive’ was painted blue and cream with a red band. A new class 6 MoT was also obtained.

‘I was keen to retain what is known as the “Brutonian moustache”,’ Paul explains. ‘This is the cream area applied beneath the windscreen on most Brutonian buses and went around the SC’s front grilles in a most attractive way. I have lowered the blue area to the panels’ base as applied to later Brutonian vehicles to apply my own mark and also omitted the Brutonian fleetnames; both will enable ‘Olive’ to be used for various events and be more easily dressed when the need arises.’

Paul took ‘Olive’ to Bruton last year as the first bus preserved in Brutonian livery; others are restored in original owners’ liveries (e.g. Dennis Lancet YYB 118 and AEC Reliance 497 ALH) or are ‘works in progress’.

‘It was great to meet up with people who had an interest in Brutonian including former Transport Manager Ian Trotter,’ he states. ‘The bus was driven around the town by Stuart Turner, OVL 495’s regular driver in the 1970s, and turned many a local’s head as they remembered a vehicle which last operated in 1982 and a company that ceased operations 25 years ago.’

‘We even managed to park “Olive” in the former Brutonian yard, now owned and managed by West End Garages, at the

very spot regularly occupied by OVL 495 at the end of each working day.’

Since then, Paul has carried out various jobs on the SC to ensure ‘Olive’ is ready for private hire work at some point in the near future; discussions with possible operators are ongoing at the time of writing (July 2016). His experience echoes that of past Bristol SC operators. The 3.8-litre Gardner 4LK engine is great in flatter areas, but struggles to power the bus up steep hills. Fuel consumption averages

BRUTONIAN

The Brutonian name first appeared in September 1959 when used as a trading name by the newly formed W. Green & Sons Ltd. This was never a large company, usually operating a single vehicle on private hire and schools work.

The last of these – 369 EYA, a 1959 Duple Super Vega-bodied Bedford SB5 – passed with the Brutonian name and the company’s goodwill to Chris Knubley, with whom the Brutonian name is primarily associated.

A move towards heavyweight vehicles was made during the Knubley-era with AECs in the ascendancy as the Brutonian fleet and operations expanded, its first bus route starting in August 1972. A new maintenance facility was established next to Bruton railway station, utilising the cattle-loading ramp before a workshop was built on site in 1977.

Bus enthusiasts were soon regularly visiting Bruton as the variety of operating vehicles came to their attention. Not until 1982 was any standardisation evident with the arrival of four Bristol REs to join an existing example. Other chassis types owned and operated included AEC Reliance, AEC Swift, Albion Nimbus, Bedford SB, Bedford VAL, Bristol MW, Bristol SC, Daimler Roadliner, Dennis

Lancet and Leyland Leopard. Bodywork was equally varied; Alexander, Duple, Eastern Coach Works, East Lincs, Harrington, Marshall, Park Royal, Plaxton, Weymann and Willowbrook products were all in evidence.

Brutonian was acquired by Tony Tucker on 26 October 1986 and the fleet strength soon doubled almost overnight as ten vehicles were run on his Air Camelot and Brutonian licences.

A preference for lightweight Bedford coaches was also evident, although Bristol RE and AEC Reliance service buses remained until the last Knubley-era vehicle departed in 1988. Other purchases included Bristol LH, Bristol LHS and DAF MB200 coaches.

January 1989 witnessed another ownership change with the company’s sale to Cawlett Holdings, owners of the privatised National Bus Company subsidiary Southern National. No vehicles were involved, the new owners allocating its own Bristol LH and Leyland Leopard coaches to Bruton along with a pair of Ford Transits.

Operations were run down from early-1991, with the last Brutonian vehicles running on 21 July 1991. Bus services were withdrawn or passed to other operators and the vehicles returned to Yeovil and Taunton.



Above: **OVL 495** waits at Church Street, Bruton, before working a school holidays-only afternoon round trip to Shaftesbury in spring 1978. STUART TURNER

Right: **OVL 495’s** ultimate fate was an unfinished half-cab conversion, seen here while the work was in progress. The incomplete bus was later disposed of for breaking. IAN TROTTER





OVL 494 as Lincolnshire Road Car 2485 lays over between duties in Melton Mowbray on 29 March 1974. The SC retains traditional Tilling green and cream livery with National Bus Company Lincolnshire fleetnames on its roof panels. DICK DAPRE

A semi-derelict OVL 494 awaits rescue from the Express Motors yard at Bontnewydd, North Wales, on 21 October 1989. CLAIRE PENDROUS

OVL 494 is seen in Felixstowe operating a wedding hire duty on 23 August 2014 while owned by Tilly's Bus Company of Southwold. ALAN THOMPSON

THE BRISTOL SC

The 1950 increase in the maximum permissible single-deck bus dimensions to 30ft x 8ft led to the Tilling Group's standardisation on the underfloor-engined Bristol LS (Light Saloon) of this size for its single-deck orders between 1952 and 1957. It was, however, considered too large in terms of physical size and seating capacity (most seated 45) for the more sparsely populated areas of England and Wales served by the Group.

A return to the previous generation of front-engined 27ft x 7ft 6in 35-seaters was made. But not the Bristol L-type; instead a new vehicle was developed by Bristol with the express intention of reducing running costs. Driver-only operation and fuel efficiency were considered essential.

Bristol produced the SC (Small Capacity) chassis of conventional front-engined layout, incorporating the axles and braking system from Bedford's SB chassis range and

the Gardner 4LK engine. One of the SC's prototypes was fitted with the larger Perkins P6 unit but remained unique until a 4LK was later substituted.

Eastern Coach Works fitted full-fronted bodywork which omitted a full-height internal bulkhead to assist one-man-operation (as it was then known). Unladen weight was kept down by use of aluminium alloy for the chassis and body framing, while the wooden floor was laid directly on the chassis frame.

Prototype buses were built for Eastern National (two in 1954) and Eastern Counties (one in 1956). These were followed by 320 production examples between 1956 and 1961. Not all were built as buses. Some of the type's regular purchasers specified parts of their orders to be completed as coaches. These were essentially of bus form with more comfortable seats, external bright work and restyled front ends.

Original Operators	Buses	Coaches
Crosville	62	17
Cumberland	4	1
Eastern Counties	78	10
Eastern National	22	0
Lincolnshire	97	16
Red & White	4	0
Thames Valley	5	0
United Counties	6	0
United Welsh	1	0
Totals	279	44

Full details of these may be found on Gerry Tormey's website: www.bristolsu.co.uk
Some 20 Bristol SCs remain in existence at the time of writing: Crosville SC12/13, CSG655/662, SSG626/668; Eastern Counties LC543/551/556; Eastern National 427/455; Lincolnshire 2246/2453/2457/2461/2485/2494/2609/2611; United Counties 125.

OVL 494 OPERATORS

June 1960–1976	Lincolnshire Road Car 2485
June 1976	PVS (dealer), Barnsley
July 1976	Pickersgill & Laverick (dealer), Carlton
August 1976–August 1978	Philips Motor Services, Holywell
August 1978–March 1980	S. P. A. Davies, Pontybodkin
August 2004	Chelveston Preservation Society
November 2004	Addlesee, Lincolnshire
2010–February 2015	Tilly's Bus Company, Southwold
February 2015	Paul Welling, West Sussex

OVL 495 OPERATORS

June 1960–1975	Lincolnshire Road Car No 2486
June 1976	PVS (dealer), Barnsley
August 1976–October 1987*	Brutonian, Bruton
October 1987	Wacton Trading (dealer), Bromyard
November 1987	Jennings, Somerset
1990	On loan to General Railway Transport Museum & Society, Basingstoke
October 1990	PVS (dealer), Barnsley for scrap

* Withdrawn September 1982

Top left: **OVL 494** receives its final coats of **Brutonian blue** and cream on 8 July 2015. The masking awaits removal before the red relief stripe can be applied.

PAUL WELLING

Top right: **Longitudinal seats** were fitted above the rear wheel-arches on service bus-bodied Bristol SCs. The resultant spacious seating layout around these is demonstrated by **OVL 494**. DAVID JUKES

Right: The **Bristol SC** was a new vehicle design to meet a continuing need for 35-seat buses to operate services in the more sparsely populated areas served by the Tilling fleets. An aluminium alloy chassis and aluminium-framed body structure were adopted to reduce weight and running costs. DAVID JUKES

around 20 miles-per-gallon on longer runs while top speed is 43mph.

‘It is remarkable to think Lincolnshire Road Car ran its SC coaches to London on a regular basis,’ he muses. ‘I do not know how Crosville got on with them, but North Wales would have been hard work for driver and machine alike, compounded by the type’s upside down gearbox. First, third and fourth are at the back of the ‘box with second and fifth at the front — and double-declutching is essential when changing gear.

DRIVING POSITION

‘It is a most interesting driving position,’ Paul admits. ‘The driver is also the conductor and has to rotate the driving seat to serve passengers. It is also very noisy in the cab — I have made a double insulation-thickness engine cover but still wear proper ex-Army ear defenders when driving.’

‘Olive’ is Paul’s first venture into bus preservation: ‘It is not the cheap option to acquire a restored bus,’ he considers, ‘but I do not have the knowledge, skills, facilities or resources to restore a bus myself. Instead I seek specialist help and have built up an excellent network of people to assist me when I get stuck or need to ask questions.

‘I am delighted to have a bus in a form of Brutonian livery that is now pristinely presented, especially as “Olive” is one of twenty Bristol SCs left,’ Paul concludes. ‘I know “Olive” was never a Brutonian bus but it is very difficult to buy such a rarity. We are so close with just one digit difference in the registration.

Our thanks to Paul Welling for his kind assistance.



Above: The **Eastern Coach Works** bodywork fitted to Bristol SC chassis incorporated a rear offside-located emergency exit door. A reversing light was also fitted centrally on the lower rear panelling. DAVID JUKES

Left: **Owner Paul Welling** with **OVL 494**; the blind display commemorates the 25th anniversary of the company’s closure on 21 July 1991. DAVID JUKES

OVL 494 Parts Wanted

Split rimmed wheel to fit nylon tyre 7.50-20
130/126G rim 6.00 of 117PSI with a maximum single
cold 1900gg (4185lbs)

Brutonian destination blind

If you are able to assist please contact Paul Welling
via e-mail at: wellingpaul@hotmail.com

Promotional BUSES

Want to promote your business or its products or attractions?

Then get hold of an old bus, plaster it with advertising and invite folk inside to examine the goods! You'll be following in the footsteps of the many who have gone before you. Here's a small selection of them.



Had you visited Joe's Old Time Festival in Tewkesbury in 1986 you would have been in for a treat! Former Rhondda and Western Welsh MCCW-bodied 1962 AEC Regent V 468 MTX was allegedly going to jump the River Avon or maybe even the Severn — somehow we doubt the attempt was ever made — unless of course you know different! Following withdrawal the former Rhondda 468 saw service in the interim with Walkers of Hexthorpe, Doncaster.

Seen at Knutsford Services April 1979, former Yorkshire Woollen 1963 Marshall-bodied Leyland Leopard No 904 (HHD 868) looks, with its blanked out windscreen, a little unsuited to its latter day role as a mobile shop with Rank (films or flour?). No 904 had been owned by Crosville as its SLL943 from 1972.



Have you visited the Isle of Man? We have, and a great transport experience it is too! Extolling the virtues of a more general holiday there in Bristol in April 1983 is 1964 Willowbrook-bodied Leyland PD3A/I MAN 10M, previously 10MRT MN 63, but originally Stratford Blue 3 (670 HNX), subsequently Midland Red 2003.

Starting out as a Dennis demonstrator destined for a tour of Hong Kong, 1964 NCME-bodied Dennis Loline III EPG 179B instead took up the same role serving the home market, the Hong Kong venture having been cancelled. Its demonstration days over, the bus was sold to Warners, with which c1977, it was advertising the operator's car dealership exalting all to buy the Austin Allegro — a seriously difficult task no doubt!

Operated by Tourmaster on behalf of Chassis Developments, Leighton Buzzard, AAL 179A started out in 1963 as 75 RTO with Nottingham City Transport. The Daimler Fleetline was one of four such buses rebodied by Northern Counties in 1975. Sold out of service by NCT, the Fleetline saw interim service with Maun Crusader.

Below: Another ex-NCT double-decker 1965 Metro-Cammell-bodied Leyland PDRI/2 DAU 438C is seen here in April 1979 with Len Wright Travel liveries as a 'Showbus bus' presumably available for hire to anyone planning to mount an exhibition.



Above: Seen in Barnsley in July 1978 former Yorkshire Traction 1968 NCME-bodied Daimler Fleetline 640 (NHE 40F) was acting as a mobile Calor Gas showroom. As late as 2010 this bus was still mobile at Strubby aerodrome with the Lincolnshire Gliding Club. It may still be there . . .



Webasto hot air heating was all the rage at one time for a whole range of applications from trucks to narrowboats passing coaches along the way. Promoting the brand in Cardiff in June 1983 was UVK 511G, a 1969 Alexander W-bodied Leyland Panther new to Newcastle, passing to Tyne & Wear PTE soon afterwards.

Seen on the Isle of Wight promoting holidays there in September 1985 is Duple Dominant-bodied Bedford YRT new in 1974 to Greenslades as its 361 (OOD 361M). Ownership at that time has not been established, the coach ending its days with People Services, Hornchurch.

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Showbus

HIGHLIGHTS 2016

Following on from our 'hot-off-the-press' report last month, in this issue we bring

our round up of some of the high points of Showbus 2016. Following the difficulties

experienced in 2015 Showbus moved to what it hopes will become its permanent home

Donington Park. Although there were the teething troubles mentioned last month, most visitors enjoyed the day and all exhibitors benefited from being able to park on hard standing.

This year, the Shillibeer Award for 'Best in Show' was awarded to the Leicester Bridgemaster Group for its AEC Bridgemaster/Park Royal No 217 (217 AJF). This was collected on behalf of the group by member and *B&CP* regular, Simon Gill.

Hopefully, as we said last month, the organisers will endeavour to build on the success of this year's event. And we look forward to Showbus 2017!





Opposite, page: **Low floor buses are now entering preservation and Stagecoach Kingston-upon-Hull 728 (T728 OEF) an MAN 18.220 with Alexander ALX300 body new in 1999 with route branding for 'street surfer 1's & 2's' to Boothferry Estate was entered by Gaz McAllister-Partridge.**

Pictures: SIMON GILL

Several Bedford VALs were in attendance including Hurst's of Wigan, RBY 43L, a 1973 Bedford VAL70 with Plaxton Panorama Elite II coachwork entered by Stephen Ashton is seen next to Kenzies GUP 743C, a 1965 Bedford VAL14 with Plaxton Panorama body.

This, page: Fans of the Bristol RE were excited to see no less than 11 examples including three RELH6Ls with later style ECW coach body. Here we see North Western 413 (JMA 413L), Trent (YCH 890M) and Crosville ERL267 (TFM 267K) all entered by Bryan Sharpe of Derby.

Todmorden Joint Omnibus Committee 18 (HWY 36) is an-all Leyland Titan PD2/1 with lowbridge body new in 1950. It was entered by Malcolm Exelby.

New as West Yorkshire Road Car 1853, this 1985 Leyland Olympian ONLXB/IR with ECW body has been restored as Yorkshire Coastliner 421 complete with 25th Anniversary decals. It was entered by Mick Pearson.





Above left: **Bernard Rogers** picked up the award for the best 1950s vehicle with **PUJ 781**, a Leyland Tiger Cub PSUC1/2 with Burlingham Seagull coachwork new to Whittle, Highley in 1958.



Left: **Visiting from Edinburgh** was Eastern Scottish S847A (ESC 847S) a Seddon Pennine 7 with Alexander Y-type body new in 1978 The Seddon was entered by Robert Carlyle.





Above: This year's main attraction was a cavalcade of Barton vehicles to celebrate 150 years since the birth of Thomas Henry Barton who founded this famous firm. The line up of 15 vehicles during the afternoon attracted many photographers.

Right: Representing Barton's Plaxton Supreme era is 564 (KAU 564V) a Leyland Leopard PSU3E/4R with grant doors. It was new in 1980.



Below right: Visiting from the Ards Bus Preservation Trust in Northern Ireland was recently restored Barton 645 (E645 DAU), a DAF MB230 with Plaxton Paramount coachwork. It was one of the last vehicles to be purchased in 1988 just prior to the sale of the Barton business to Wellglade/Trent. The Barton collection has just acquired similar No 648 from Copelands of Meir. No 648 was actually the last vehicle bought by Barton and is now being restored by the company.



Opposite, bottom: One of six Ailsas taking part was Tayside 273 (WTS 273T), an Ailsa B55-10 with Alexander body new in 1979 and entered by Andy Sinclair and carrying adverts for Dundee Museum of Transport together with a bespoke destination indicator.

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BRIDGETON BUSES

The Glasgow Vintage Vehicle Trust held an open weekend on Saturday 8 and Sunday 9 October at its Bridgeton Bus Garage home. PHILIP LAMB was there to record the event.



Above: **A Midland line up** within the garage comprised from the left: 1985 Alexander-bodied MCW Metrobus MRM105 (BI05 PKS), 1980 Alexander Y-bodied Leyland Leopard FPE145 (WFS 145W), 1980 Alexander-bodied Leyland Fleetline MRF168 (LMS 168W) and 1976 Alexander-bodied Daimler Fleetline MRF120 (SMS 120P).
Pictures: PHILIP LAMB

Right: **Visiting from the Scottish Vintage bus museum** was Aberdeen 155 (BRS 67) a 1945 Duple-bodied Daimler CWD6, one of just a handful of utility buses to survive, albeit not totally original, but nevertheless historically significant.





Bus & Coach PRESERVATION

This picture really typifies what GVVV is all about. Rows and rows of buses almost all of Scottish origin carefully arranged for the benefit of visitors. Here Clydeside Scottish AEC Routemaster WLT 835 breaks rank to trundle the length of the garage at the close of the first day of this two-day event. On the right are former Alexander Fife and Midland buses, nestling amongst which is a Highland Albion Viking with Alexander Y-type body. Beyond are Glasgow and Edinburgh buses, whilst visible on the left is Central SMT all-Leyland PD2/10 L484 (GM 6384) visiting from Lathalmond.





Left: Highland and Islands operator McBraynes is well represented within the GVV collection. From the left are: 1961 AEC Reliance Duple (Midland) Donington 63 (198 CUS) 1949 Park Royal-bodied Maudslay Marathon III (GUS 926) and 1950 Croft-bodied Thornycroft HF/ER4 149 (HGG 359).

Below: Buses on service departed from the rear of the garage, and the people came in considerable numbers to ride on them. Here the crowds jostle for a ride on 'local' 1958 Alexander-bodied Leyland PD2/24, Glasgow LI63 (SGD 65).



Left: Laying over between duties is Kelvin Central SV 494 (N94 OGG), a 1996 Alexander-bodied Volvo B10M, restored at Bridgeton during 2014/15.



Right: Routemasters migrated north of the border in some numbers as a result of deregulation and privatisation of the bus industry during the 1980s. Some have remained in Scotland as preservation projects. Looking exceptionally smart in Kelvin Scottish livery is GVV's RM910 (EDS 288A).

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PHILIP LAMB reports on this year's Potteries Connection event at the Gladstone Pottery Museum in Longton on Sunday 18 September.

We transport you back 30 years . . . It's 1986 and the deregulation and privatisation of the bus industry is in full swing. Major North Staffordshire operator Potteries Motor Traction has rebranded itself PMT adopting the strapline: 'The Potteries Connection'.

Today the same words describe the Potteries Omnibus Preservation Society's annual Longton rally at the Gladstone Pottery Museum. This year the event was additionally enhanced by a parallel event at the local First garage at Adderley Green, First PMT being today's successor to PMT, shuttle bus services linking the two sites, whilst other free services radiated further afield.

The weather was great, whilst the tremendous location provides excellent photographic opportunities without even having to leave the site. Here are some highlights; there were many others . . .

Right: **A line-up conveying perfectly the flavour of the event. From the left we see Potteries 207 (PVT 207L) a 1972 Bristol RESL6L which saw service with Hastings & District following withdrawal by PMT, IDC917 (J917 SEH) a 1992 Plaxton Pointer-bodied Dennis Dart which ran with Copelands of Meir until recently, prior to restoration by Martin Hearson and 1990 Leyland Lynx Potteries 860 (H860 GRE) which in its later years in service was turned out in Stoniers livery as a tribute to a great Potteries independent. The restoration of MDC917 is described opposite. Pictures: PHILIP LAMB**

Potteries connection



Clockwise from top right:

Seen leaving on an afternoon departure is Plaxton Supreme V-bodied Leyland Tiger XBF 423X new in 1962 to Bassetts of Tittensor. Subsequently with A. N. Andrew of Rheul, this Tiger, now owned by Stantons of Stoke, is currently in Stevensons livery representing similar vehicle in that fleet, UVT 14X, celebrating Stevensons' 90 Anniversary this year.

Potteries 1128 (TVT 128G), a 1968 Marshall-bodied Leyland Leopard is a long-standing preserved bus. Prior to entering preservation, it had been a driver-trainer with PMT.

New to Grampian, ORS 60R, an Alexander 'Y'-type-bodied Leyland Leopard was transferred to associated fleet Mairs of Aberdeen before sale to Bankfoot Buses and preservation with Lawrence McDuff. Following a change of ownership, two tribute liveries have followed a spell in Berresfords livery has been succeeded by a repaint as a member of the Stevensons' fleet.



DARTING

about the Potteries

The latest addition to Martyn Hearson's interesting collection of buses and coaches was all the rage in the 1990s as SIMON GILL reports.

During the 1980s an advert for a well-known lager claimed it could reach the parts other lagers couldn't reach. Minibuses were much the same and have been credited with being able to operate in areas other buses couldn't, which helped to encourage more people to use the bus. As passenger numbers increased operators started to look for something a bit bigger, more durable and which offered a better quality ride.

Dennis answered the call having been bought out by Trinity Holdings in 1988 which was a new company set up to acquire the transport interests of Hestair. The new company was able to respond quickly to market needs and the first prototypes, called the Dart, were completed at the end of that year. One company to order some was PMT.

PMT

Although local public transport in the Staffordshire Potteries can be traced back to horse trams in 1862, motorbus operation did not start until 1901, three years after The Potteries Electric Traction Co Ltd had been formed under the auspices of the British Electric Traction Co Ltd. It was the first BET subsidiary to introduce motorbuses, changing its name to Potteries Motor Traction Co Ltd on 1 May 1933 to reflect better its new activities. The familiar abbreviation PMT appeared in 1939 and became common throughout the area as it consolidated its position by acquiring other operators over the next 25 years or so.

PMT became part of the National Bus Company in 1969 and, following service

reductions brought about by the NBC's 'Market Analysis Project' in the early 1980s, found itself with spare engineering capacity. As a result, in 1985 it followed Midland Red's Carlyle works in offering minibus van conversions to fellow NBC companies and the outside market. This proved very successful and the next step was to build bus bodywork from scratch with the first prototype emerging in 1987. However, this expansion only lasted until 1991 when, due to fewer parcel van conversions and inadequately sized premises to meet the volume of orders for larger buses, production ceased.

As a prelude to privatisation PMT Holdings Ltd was set up on 25 November 1986 with three divisions, namely PMT Buses, PMT Engineering and Paramount Leisure; the latter operating coaches. It became the eighth NBC operating subsidiary to be privatised on 15 December 1986 in a management buyout. A new livery of bright red and yellow was introduced and a period of rapid expansion saw, amongst other things, the acquisition of Crosville operations in the Chester and Wirral areas on 2 February 1990.

On 10 March 1993, PMT was acquired by Badgerline Group plc which merged with GRT Bus Group in June 1995 to become FirstBus plc which changed its name to FirstGroup plc in December 1997, to reflect its broadened transport interests. First 'Barbie' livery was also introduced. The company name was changed to First PMT on 9 August 2001.

POPULAR DART

The Dennis Dart has been the most successful postwar British bus with over 12,000 of all variations, built between 1988 and 2006 before it was replaced by the Alexander Dennis Enviro200 Dart. The first step-entrance Darts entered

service from 1990, with London Buses alone buying over 800 by 1994; total production being almost 3,500 before it was superseded by the low floor model.

Originally developed as a 9-metre midibus with a Cummins B-series, 4cyl, 3.92-litre turbocharged engine, Allison four-speed fully automatic transmission, air brakes and leaf suspension, 8.5m and 9.8m lengths were soon added.

The nearside of Plaxton Pointer-bodied Dennis Dart PMT IDC917 (J917 SDH) looking splendid outside Audley Council Offices.
SIMON GILL



Bodywork was initially offered by fellow Hestair subsidiary Duple before it was sold to Plaxton. Carlyle acquired the Duple design which was joined in 1991 by Wadham Stringer, Wright, Alexander, Northern Counties and East Lincs. In August 1990, however, Reeve Burgess of Pilsley, Derbyshire released drawings of its new body for the Dennis Dart chassis which was launched in January 1991 as the Pointer. Reeve Burgess had been founded by Harry Reeve in 1888 as a wheelwright and blacksmith. After various changes of ownership it became, in 1974, Reeve Burgess Ltd when acquired by T. H. Burgess Holdings of Worcester. The company began production of small coaches with a coachbuilt body on the Bedford CF chassis, adding the Ford Transit soon afterwards. Acquired by Plaxtons Group plc in 1980, the highly successful 'Beaver' range of minibuses was introduced on Mercedes-Benz, Dodge, Iveco Daily and MAN chassis with many

being sold to National Bus Company subsidiaries in the wake of deregulation.

The new body differed from any previous Reeve Burgess products by being aluminium rather than steel-framed and it proved an instant success, particularly in the London area. The Reeve Burgess factory was old and cramped so it was closed in July 1991, all production being moved to Plaxton's factory at Scarborough which had surplus capacity as a consequence of a downturn in coach production.

J917 SEH

With the popularity of minibuses in decline and closure of their own manufacturing facility, PMT looked for new suppliers. Having tried out two Darts with Reeve Burgess bodies on loan from Chester City Transport and Rossendale Transport, it chose a similar combination, acquiring 64 of the type between 1991 and 1997.

IDC917 (J917 SEH) was one of a batch of 18 delivered between December 1991

and February 1992 numbered IDC901-18, with two more, IDC 919/20, following in August 1992. With chassis number 9SDL3011/710 and Plaxton Pointer body (number 919HMN0565), featuring 35 high-back seating for dual-purpose use and a split step entrance to ease access before low-floor buses were introduced. A Reeve Burgess badge is fitted as the name continued to be used after production transferred to Scarborough until it was quietly dropped.

Following the acquisition of Crosville, its alpha-numeric style fleet numbers were surprisingly introduced by PMT across the whole fleet so the classification of fleet code IDC requires explanation. The first letter was the class of vehicle, the second letter was the chassis type and the third letter the engine make. So 'I' stood for Intermediate (i.e. midibus as a vehicle having between 29 and 36 seats as 'M' was already in use for minibus), 'D' stood for Dart and 'C' stood for Cummins.

FirstGroup did not consider alpha-





Stripped of its registration number and on trade plates, No 917 is about to leave Copelands for the last time on 19 December 2014. MARTYN HEARSON

Still in Copelands livery, but with original registration number restored, No 917 appeared at a Potteries event at Longton in September 2015. MARTYN HEARSON

numeric fleet number codes gave the right image so all companies using them, including PMT, were instructed to remove them on 1 October 1999. First PMT was the first fleet to be renumbered in FirstGroup's national fleet number series so 917 became 40084 in June 2002.

Entering service in February 1992, IDC917 was one of 17 allocated to Rock Ferry depot, part of the Crosville division and used on services 41/41A from Birkenhead Woodside to Mill Park Estate and 70/70A to Woodchurch Estate. Both services had been introduced with minibuses in June 1990 in competition with Merseybus, which subsequently withdrew from 1 July 1991 leaving Crosville as the lone operator with the Darts providing increased seating capacity.

No 917 then moved around the PMT area as it was transferred to Burslem garage in October 1995 followed by Adderley Green (AG) in January 1997 before returning to Burslem in September 1998. When Burslem closed in May 2002, it moved back to AG before being placed on reserve in February 2004. A move back to its original depot at Rock Ferry occurred in May 2004 before being placed on reserve again in December 2005.

When withdrawal came FirstGroup's disposal policy dictated that all buses were sold for scrap, so few escaped the cutter's

torch. However, as coaches were excluded from this policy and 917 had dual-purpose seats it could be sold to another operator. It was, therefore, sold to North Staffordshire independent Copeland of Meir in April 2007, where it joined former IDC914 (J914 SEH) which had been acquired the previous October. Copelands carried out much work on the bus fitting new seats, LED lights, blue grab rails and repositioning the rear registration number plate. Re-registered MIB 797 and named 'Lady Sarah III' in September 2007, it was used on Copelands route 40, a Longton-Fenton circular joining 914 which was named 'Lady Deborah'.

Both Darts gave Copelands over seven years service and were not sold until December 2014 when they were both acquired by Martyn Hearson: 917 for preservation and 914 for spares although the latter's engine was retained by Copelands along with both buses' cherished registration numbers, No 917 regaining its original registration.

PRESERVATION

Due to Copelands high maintenance standards, No 917 was in very good condition so little needed doing to it with only one panel having to be changed. Retaining a full Class 6 MoT it spent the first 12 months acting as a courtesy vehicle for Martyn's Reliance Bus Works business and was lent out to operators whose own vehicles were being repaired.

Then one afternoon disaster struck. Martyn's phone rang; he answered it, only to be told his bus was on fire! Luckily it wasn't far away and when he got there the damage was not too severe. The fire had

been caused by an electrical fault, which was eventually traced to the starter motor. This was repaired but the damage also meant that all the air, brake and gearbox pipes had to be replaced.

Compared with newer models the step-entrance Dart is fairly straightforward to work on, although it does present challenges occasionally. In order to stop an oil leak an engine side plate gasket needed to be changed. Whilst doing that, a water leak was accidentally introduced, which then had to be chased around the engine as one plastic pipe fitting failed after another on the heating system.

Following a repaint in post-privatisation PMT livery earlier this year J917 SEH made its debut without decals on 6/7 August 2016 working a free heritage bus service between Etruria Industrial Museum and Middleport Pottery. With decals added, its rally debut then took place at the Potteries Connection running day (see above) on 18 September where it was a star attraction.

FINAL WORD

Martyn points out that IDC917 is only a representation of its days with PMT so it carries 'The Potteries Connection' decals rather than its original Crosville livery. It also retains its Copelands interior, as the original style seats are no longer available, although he hopes to remove the LED lights and fit the original type in due course. Nevertheless, I am sure you will agree it looks splendid in its bright but simple livery.

Special thanks to Martyn Hearson for agreeing to take 917 out for photographs at short notice and for making me so welcome.

Inset, top: **Reeve Burgess badge with Plaxton's Scarborough address.**

Top: **An example of what might have been as IDC917 is positioned at the bus stop outside the former premises of Pooles Coachways garage at Alsagers Bank.**

Centre left to right: **Driver's instrument binnacle and cab layout together with replacement steering wheel.**

Interior views showing the blue seats, handrails and LED lighting fitted by Copelands.

Bottom left: **Front entrance showing the split step before the low-floor model was introduced; close-up view of the split step entrance.**

Bottom right: **Rear offside view of IDC917 with the repositioned registration number plate. A nice way to visit a Country Pub!**

All: SIMON GILL



PMT

Privatised



Completing our coverage of current news regarding the celebration of PMT's early privatisation era, we take a trip back in time to look at some of the varied fleet in service at that time.

The privatised PMT wasted no time in establishing its independent identity. Seen here in April 1987 in Crewe bus station working a local tendered service is its 1972 Bristol RELL6L No 215 (PVT 215L).

As was common across the country, Leyland Nationals purchased during the NBC era remained in service wearing the newly privatised local operator's colours. Seen here in Hanley in May 1991 is No 281 (KRE 281P). PMT wasted little time, however, in bringing its fleet up-to-date, and No 281 was sold soon afterwards to Reading Buses with which it ran in both Reading and Newbury.

New in 1986, Mercedes-Benz 608D 154 (DI54 BEH) was an example of a parcel van converted 'in house' by PMT engineering. It is seen here in Hanley in May 1991.

ALL: PRESBUS ARCHIVE



As the minibus became established as a principle player in the unfolding future of the bus industry, PMT began to develop a large fleet of said vehicles, building both in house and purchasing coach-built examples from outside builders. Seen here is No 524 (E824 HBF), a 1987 Alexander-bodied Dodge S56. Behind we see Duple Dominant I-bodied Leyland Leopard 53 (XBF 53S).

The success of parcel van conversion work encouraged PMT Engineering to progress to building complete bodywork. Two models were introduced, the first being the Knype, 13 of which were built. Aside from two, including the prototype, on Mercedes-Benz 814D chassis, the others, including a demonstrator, were built on Leyland Swift chassis, all of which entered the PMT fleet, where they were unpopular with road staff, quickly becoming the proverbial ugly ducklings. Not surprisingly, none have survived in preservation. Seen here is IWC310 (F310 REH).

PMT's Ami on Mercedes-Benz 811D chassis enjoyed slightly more success, winning orders from other operators, albeit a small number, aside from the vehicles built for PMT's Minilink fleet. Problems with airflow to the front-mounted radiator led to ad hoc 'improvements' to the lower dash panel. However, No 345 (G345 CBF), built in 1989 and heading up a line of 'Minilinks' in Hanley in May 1991 demonstrates the Ami in 'as built' condition.

ALL: PRESBUS ARCHIVE





Now preserved No 757 (G757 XRE), a 1989 all-Leyland Olympian wearing a special livery for PMT's Crewe-Alsager-Hanley 320 route. PRESBUS ARCHIVE



No 860 (H860 GRE), a now preserved 1990-built Leyland Lynx, spent some years of its service life wearing, as a tribute, much-missed local independent Stoniers' livery. PRESBUS ARCHIVE



Mercedes-Benz 811Ds with Reeve Burgess bodywork were also purchased as witnessed here by MMM357 (H357 HVT). This early version of what was later to become the Plaxton Beaver was far more austere looking than PMT's much more friendly looking Ami. PRESBUS ARCHIVE



The minibus had come a long way in its first decade. The Optare MetroRider, a development of the MCW Metrider, was a purpose-built integral much better suited to bus operation than its van- or truck-derived predecessors. New in 1994, IPC380 (M380 SRE) is seen in Hanley in August 1995. PHILIP LAMB

GO BAR BUS!

A Bournemouth Leyland Royal Tiger has begun a new life as a mobile bar, but the conversion has been carried out with the greatest respect for the vehicle's heritage as NICK LARKIN reports.

The question of originality has caused more arguments amongst bus enthusiasts than just about anything. Is the seat moquette right? Should the vehicle be in a later rather than the original livery and retain alterations by its operator? Surely those are later destination blinds.

Such arguments can turn to the omnibus equivalent of nuclear war when the subject of classic buses being converted for other uses is concerned. Few of us would really want to see an immaculately restored prewar AEC suddenly sold at huge cost and hacked around for use as a burger bar in Dubai, but these things happen, and short of buying the bus ourselves we can do nothing about it.

HIGH STANDARDS

Some people conveniently forget that some of the most important surviving preserved buses are only still with us due to having previously been converted into living accommodation or other non-

passenger carrying use and really there are far more vehicles around than people able and willing to immaculately restore them.

We would, however, challenge the greatest stickler for omnibus originality to not fail to be impressed by the mobile bar and tearoom conversion standing in front of us. Not only has the work on this 1954 Bournemouth Leyland Royal Tiger been carried out to the highest of standards, but also the husband and wife team behind it have masterminded the project with a great, in fact almost fanatical respect for the vehicle's history.

Thankfully, when NLJ 272 debuted in its new role at this year's London Bus Museum Spring Gathering, not a single negative comment on the vexed originality issue was received. 'I think it's because we respect the heritage of the bus. It's an original Bournemouth bus and we are paying homage to that,' explained Geoff Hall who, with his wife Marsha, has set up the Tiger Lily Bus Company to run the vehicle.

WHY TIGER LILY?

'Well, it's a Leyland Royal Tiger and my grandmother was called Lilian. She used to run a tea room at the top of Box Hill in Surrey and in view of the new use for the bus this seemed rather appropriate,' Geoff revealed. 'The lily is also the flower most associated with the 1950s, when the bus was new,' added Marsha.

NLJ 272 was one of six Leyland PSU1/3s with Burlingham 41-seat bodies delivered to Bournemouth Corporation Transport Department in 1954. Most unusually, they had an open rear entrance as well as the 'normal' front door, mimicking the operator's contemporary double-deckers — the dual-door arrangement being deemed necessary to shift the crowds of holidaymakers visiting the resort during the summer months, along with curved roof windows

Former Bournemouth and Burton Burlingham-bodied Leyland Royal Tiger looks undeniably superb in its new livery.
NICK LARKIN





in the roof not unlike the private-hire RFs delivered to London Transport at the time. The six buses were registered NLJ 267-72, taking fleet Nos 257-62.

GONE FOR A BURTON

In 1971 the bus featured here and sister 261, by now front-entrance only, were sold to Burton-upon-Trent Corporation Transport, along with 1955 Leyland Tiger Cub/Park Royal RRU 901, RRU 904 joining them the following year.

NLJ 271, now No 1 in the Burton fleet, passed to the local education authority in March 1974, NLJ 272 remaining in service

until its operator became East Staffordshire later that year.

The future of both Leyland Royal Tigers seemed assured when they were acquired by the Bournemouth Transport Heritage Trust. Sadly following the well-publicised problems of that collection they faced an uncertain future until being rescued by Daniel Shears. 'I went to buy

two buses and ended up with 26, to save them,' said Daniel, who subsequently sold NLJ 272 to Geoff and Marsha. 'It's great to see that NLJ 272 is back on the road,' he said. 'The new owners have done a great job.' NLJ 271 is serving as a storage facility with a new owner at the moment but at least survives.

Marsha recalls seeing the bus advertised and going to see it with Geoff, 'We both sat in it and decided we loved it,' simple as that,' said Marsha.

Geoff added: 'My dad has been a mechanical engineer and I loved mechanics, so much so that I gave up a

career as a London property auctioneer to go into the car trade, mainly dealing in classics. I've always liked unusual vehicles,

'I'd had a hankering to get a Routemaster, having worked in Streatham but double-deckers are difficult to store, and in any case we fell for the Royal Tiger,' he recalled.

Geoff and Marsha though the bus would be a great project to work on together as an extra to the normal line of business — Marsha is also a shoemaker. 'We had been to the Goodwood Revival several times and loved the event, and there was definitely a market for a bus for people to come in and have a sit down with a glass of wine or maybe a cream tea, at shows.

TO SUSSEX

The by now rather tatty NLJ 272 was low-loaded from Devon to Sussex. After a full inspection, it was decided to commit the bus, and lots of money, to Qualiti Conversions, based at Botley, near Southampton, for work. 'Qualiti was superb. We visited them regularly. We had to make sure that everything fitted properly and we didn't want anything to ruin the look of the bus,' Marsha revealed.

We had seen so many buses at events that had been, ruined and we were thinking there had to be a place for something more authentic,' said Geoff.

Restoration/conversion took some 1,200 man hours, though many original features as possible have been retained, from interior notices to the 16 seats, Table tops feature a roll call of Bournemouth bus destinations as seen on a destination blind.

The bar area has been designed to blend in as much as possible with the original features with materials in the same colours, and as far as possible materials used originally. The two rear nearside windows open outwards and a platform installed outside the bus enabling people to be served there, but they are also encouraged to step on board.

The bus was repainted in two-pack with traditional gold leaf lettering superbly executed by Richard Hawthorne of Aristocrat Signs.

The Royal Tiger when in service in Burton. NICK LARKIN

The bus stripped down ready for repainting. TIGER LILY COLLECTION





Top, left to right: **New interior fittings are made to blend as much as possible with original interior.** NICK LARKIN

Above: **Windows open to form a serving hatch.** NICK LARKIN

Right: **Destination blind tabletops look great!** NICK LARKIN

Bottom right: **No power steering here!** NICK LARKIN







FACILITIES

Facilities include an icemaker, a vast tea urn, sink, fridge and most importantly, storage for 200 bottles of English wine, another of Geoff and Marsha's passions. 'We wanted to sell English wine, which is something we wished to shout about and promote from an English bus, we have wine from Surrey, Sussex, Kent and even Cornwall.

Marsha has a licence to sell the wine, and the bus, bought in December 2014, has, since the work was completed in March this year been seen at events including the Henley Regatta and Surrey Hills Wood Fair.

Geoff drives the bus, which as it is well over 30 years old can be used on a car licence. 'It runs and drives beautifully though there is no power steering, which can be a bit of a challenge. You feel you are driving it. You could wake up in the morning and wonder if you'd had an arm wrestling competition. Thankfully there's synchromesh on second, third and fourth.'

Mechanical work, including a thorough service, some electrical work and attention to the brakes was carried out during the Royal Tiger's time at Qualiti, where a repaint also took place.

'You can't expect a bus like this to be perfect but it has been reliable apart from

a few problems with the injectors and possibly muck being dragged up from the bottom of the tank,' said Geoff.

SPECIALIST BUSINESS VEHICLE

The Leyland is insured as a specialist business vehicle, and normally returns 15-20 mpg and will cruise at 40-50mph, though the speedometer is not wildly accurate.

It was decided not to outshop the bus in Bournemouth yellow for a specific reason. 'There are a lot of converted yellow American school buses out there, and we didn't want the Bournemouth bus to be confused with one of those,' revealed Geoff. The gold stripe along the waistrail of the bus reflects the colour seen on the foil wrapping over the cap of sparkling wine bottles. All the original seats and windows not in the bus are carefully stored in case the Royal Tiger is ever converted back to full bus spec.

So will the Tiger Lily fleet be expanded? 'We think one bus will be enough,' explained Geoff. 'But we are thinking of converting a milk float to provide extra capacity!'

To hire NLJ 272 contact the Tiger Lily Bus Company on www.tigerlilybuscompany.co.uk. The bus is based on the Surrey/Sussex border.

Opposite page: **Every effort has been made to make the bus look original from the outside.** NICK LARKIN

Bournemouth rear destination blind and traditional gold leaf lettering blend well. NICK LARKIN

Above: **The Royal Tiger has proved a popular attraction at events.** TIGER LILY COLLECTION

Below: **Bus owners Geoff and Marsha Hall.** NICK LARKIN



Oxford's single-deckers: an overview of the available models with NIGEL APPLEFORD.

In the October issue we reviewed the double-deck bus models available from the Oxford area. Here we'll turn our attention to the single-deck models.

To recap, City of Oxford Motor Services Limited dates from 1921, from the 1930s the company was controlled by British Electric Traction with the Great Western Railway having a shareholding. The company favoured AEC vehicles in its traditional red livery with maroon and duck egg green relief, this livery continuing (although later simplified without the maroon) until it was superseded by NBC red/white from 1972. The AECs were followed by Daimler Fleetlines and then Bristol/ECW products.

COMS became a subsidiary of the National Bus Company in 1969 and moves towards greater integration of city and country services began. In 1971 the Oxford-London coach operator South Midland, which had been controlled by the neighbouring Thames Valley Traction Co, was transferred to City of Oxford Motor Services and the fleet name for the entire operation became Oxford South Midland. Following several trials, City of Oxford (and later Oxford Bus Company) has operated the city's pioneering park & ride bus services since 1978, the London express service on its present routing being inaugurated the same year.

Prior to deregulation, in 1983 the operation was split under NBC into



Corgi Classics issued this 1:50 scale model of AEC Regal/Duple 'A' coach 606 (MWL 990) in 1991. The model carried maroon and cream coach livery.

CITY OF OXFORD MOTOR SERVICES/SOUTH MIDLAND/OXFORD BUS CO FLEETLIST

CORGI CLASSICS 1:50 Scale

97189	AEC Regal/Duple 'A'	606 (MWL 990)	1991	10,000	
C949/8	Bedford OB/ Duple Vista	LJO 757	1988	n/a	South Midland livery

CORGI ORIGINAL OMNIBUS COMPANY 1:76 Scale

43102	Leyland Lynx	305 (F560 NJM)	Nov 1997	3,300	Wycombe Bus Company livery
43301	Volvo B10M/Plaxton Premiere	156 (N156 BFC)	Apr 1998	5,300	Citylink livery
OM43309	Volvo/Plaxton Premiere	26 (Y26 OXF)	May 2004	2,500	The Airline livery
OM43311	Volvo B10M/Plaxton Premiere	16 (V16 OXF)	Apr 2005	2,600	Oxford Express livery
43803	Volvo B10M/Plaxton Excalibur	8 (R8 OXF)	Feb 1999	5,000	City Link X90 livery
OM46113A	Volvo B12B/Plaxton Panther	95 (EE08 OXF)	Mar 2014	550	Destination: X90 Oxford City
OM46113B	Volvo B12B /Plaxton Panther	95 (EE08 OXF)	Mar 2014	500	Destination: X90 London Victoria
45002A	AEC Reliance/Willowbrook	49 (SWL 49J)	Jun 1996	5,500	Dual-purpose livery, part set
97130	AEC Reliance/Marshall	786 (786 RJO)	Sep 1994	10,500	Bus livery

CREATIVE MASTER NORTHCORD (CMN) 1:76 Scale

UKBUS5002	Mercedes-Benz Citaro	823 (MB52 OXF)	Nov 2005	1,600	Park & Ride livery
UKBUS5007	Mercedes-Benz Citaro	830 (X13 OXF)	Sep 2006	1,700	Oxford Bus Company livery
UKBUS5019	Mercedes-Benz Citaro	868 (JF57 OXF)	Dec 2008	1,000	Oxford City livery

EXCLUSIVE FIRST EDITIONS (EFE) 1:76 Scale

16204	Bristol MW/ECW	*	Aug 1994	n/a	South Midland livery
20108	Bedford OB/Duple Vista	LJO 757	Feb 1996	n/a	
24316GS	AEC Reliance/Park Royal	756 (756 KFC)	Oct 1999	n/a	Code 2 LT Museum, part gift set
24316A	AEC Reliance/Park Royal	748 (748 KFC)	Nov 2001	n/a	Code 2 LT Museum.
24316B	AEC Reliance/Park Royal	757 (757 KFC)	Dec 2001	n/a	Code 2 LT Museum
29407	Bristol RELH6L/ECW	87 (RBVW 87M)	Apr 2006	n/a	NBC dual-purpose livery
35210	AEC Reliance/Marshall	615 (615 TJO)	Jan 2014	n/a	

* Registration not carried

separate Oxford and South Midland units. The Oxford Bus Company was allocated the Oxford city services and the London routes, South Midland being allocated the remainder of the network. Both companies became subject to management buyouts. The South Midland company was soon resold to Thames Transit (later Stagecoach South Midlands

and now Stagecoach in Oxfordshire) which introduced widespread minibuses operations, these being countered by the Oxford Bus Company using minibuses in a green livery with white, blue and yellow relief and branded 'Oxford City Nipper'.

In 1990 the Oxford Bus Company acquired the High Wycombe operations of The Bee Line, and ran them under the



Although COMS preferred AEC chassis, the ubiquitous Bedford OB coach with Duple Vista coachwork also entered the fleet. Two models have been issued, both of the same vehicle in South Midland livery. Corgi Classics 1:50-scale model was released in 1998 while EFE's model was released in February 1996. Both models are of now preserved LJO 757.



The South Midland fleet was under Thames Valley control in the 1960s and, being a Tilling subsidiary, Bristol/ECW vehicles entered the coach fleet including the MW and RELH. This is the EFE model of the Bristol MW/ECW coach from August 1994; identification is difficult due to the model not having a fleetnumber or registration plates.

Corgi's Original Omnibus Company's first batch of castings included a 36ft BET Federation body on an underfloor chassis, in this case both of these examples were on AEC Reliance chassis. The model of 49 (SWL 49J) in dual-purpose livery was part of a 'Varsity Set' with a Premier Travel Burlingham Seagull coach, while the model of 786 (786 RJO) featured the traditional maroon, red and duck egg green bus livery. The body, with the double curved 'BET' windscreen was built by a number of bodybuilders including Park Royal.



Prior to 36ft-long single-deckers, a 30ft version with flat windscreens was purchased again on AEC Reliance chassis. EFE has produced this particular model and again the body was built to a similar design by a number of builders. There have been three releases so far, all Code 2 for the LT Museum. One was released as part of a set with an RML and two others as single items. Pictured are (front) 24316 (756 KFC) from the set and (rear) 24316B (757 KFC). They were released in October 1999 and December 2001 respectively.



EFE also introduced the 36ft BET Federation to its range in September 2009. Apart from the advances in die-cast models since 1997 when OOC released its model, the OOC model was five-bay and the EFE six-bay. The model of City of Oxford 615 (615 TJO) was released in January 2014. I'm not sure why the front wheels are silver rather than black as the rear wheels are.



City of Oxford joined the NBC in 1969 so it was perhaps inevitable that Bristol/ECW products would join the fleet. Small numbers of Bristol RELH dual-purpose vehicles joined the fleet and were later joined by a trio of secondhand RELL saloons from PMT. This EFE model of 87 (RBW 87M) was released in April 2006. The dual-purpose examples were used on the longer limited stop routes.

Wycombe Bus brand name. In March 1994 Oxford Bus Company was sold to the Go-Ahead Group and in 2000 Go-Ahead sold the High Wycombe operations to Arriva. The company's long-standing main depot site in Cowley Road, Oxford was closed in 2004 and a new depot opened in Watlington Road. In July 2009 Oxford Bus Company began operating the Brookesbus routes under contract to the Oxford Brookes University, these had hitherto been operated by Stagecoach.

In 2011 and 2012 respectively the Go-Ahead Group purchased Thames Travel and Carousel Buses, these were brought under the management of Oxford Bus Company although they retain their separate identities.

Oxford Bus Company had, since NBC days, favoured dual-door buses for the city

fleet although single-deck buses were purchased for the country services. AEC Regals and later Reliances were popular, followed by Bristol MW coaches (for

South Midland), RELHs (Oxford and South Midland) and two batches of lightweight Ford buses with Willowbrook or Duple Dominant bus bodies. In the



COMS did not purchase either the Leyland National or its successor, the Lynx. However the takeover of the Bee Line's High Wycombe services in 1990 brought both into the fleet. No model of a National (yet), but OOC did release a model of Lynx 305 (F560 NJM) in November 1997. Both types survived long enough to receive Oxford Bus Company livery.



Coaches have formed an important component of the Oxford Bus Company fleet, a large number being used for the regular London and airport services which run up to 24 hours a day. Two generations of Citylink coaches from OOC are seen here: 8 (R8 OXF) is a Volvo B10M with Plaxton Excalibur body whilst 156 (N156 BFC) is an earlier Volvo B10M/Plaxton Premiere. The models date from February 1999 and April 1998 respectively.



Another coach model was OOC's Volvo B10M/Plaxton Excalibur 26 (Y26 OXF), in this case wearing 'The Airline' livery for the high frequency 24-hour service from Oxford to Heathrow and Gatwick Airports. The model was released in May 2004.



A later generation of coaches for the X90 Oxford to London service consisted of Plaxton Panther-bodied Volvo B12Bs, here OOC's March 2014 release of a model of 95 (EE08 OXF). This was released with a dual destination, Oxford City or London Victoria. This view shows variant OM46113B with London destination.

1970s City of Oxford bought and hired a number of unusual vehicles when vehicle and spare part availability were a major issue, it has also purchased a number of good secondhand vehicles in more recent times. One bus not purchased was the ubiquitous Leyland National (Oxford was the only NBC subsidiary not to buy them new), although a small number, together with a few Leyland Lynxes were acquired with the takeover of the Wycombe Bus Company.

The single-deck fleet has also included a large number of coaches, mainly for the London services. The Go-Ahead takeover saw Mercedes-Benz Citaro single-deck models join the fleet, single-door and

dual-door examples, at the time of writing at least some can still be found in the Go Oxford fleet. Plaxton-bodied Dennis Lances and Wright-bodied Volvo B6 and B10B models have also been and gone.

The model manufacturers have released a varied selection of coaches and single-deck buses in various liveries, one not so

far released is a BET-style AEC Regal bus on the EFE casting. There are probably others although the Ford buses have only appeared as kits so far and no minibus models, except again as kits. Stagecoach or pre-Stagecoach-liveried single-deckers such as the Dart have not yet appeared, time may tell.



Under Go-Ahead the Mercedes-Benz Citaro joined the fleet in some numbers. Single-door examples appeared on the X13 (Oxford-Abingdon) route with appropriate route branding. This Creative Master Northcord (CMN) model of 830 (X13 OXF) was released in September 2006.

The Citaro also appeared on Park & Ride services and the buses for this were ordered with dual-doors. CMN released this model of 823 (MB52 OXF) in Park & Ride livery on the 500 Water Orton service in November 2005.



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Coventry 1963 CVG6 334 CRW and 1945 CWA6 Huddersfield CCX 777

LEYLAND: 1949 Royal Blue, Pytchley PS2 FNV 557

SEDDON: 1971 Pennine IV Essex Motorways FLY 755J

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First's bizarre bus use advice, bananas and cucumbers are all part of NICK LARKIN'S 'Off Route' recipe this month.



SHIELDS CONFUSION

South Shields Corporation has never, we have been informed, featured in the hallowed columns of 'Off Route', and so we are happy to make amends.

First from the archives comes this magnificent study of a Daimler CCG6 with Roe 63-seat bodywork, one of 18 delivered in 1963, with a pair of trolleybuses both on route 2 to Pier Head behind. To the fore is 'native' 1946 Karrier W trolleybus with Northern Coachbuilders 56-seat

bodywork and BDJ 79, one of an entire batch of 1950/51 built 56-seat East Lancs -bodied Sunbeam F4s acquired from St Helens following the demise of that system, in 1958. Trolleybus hardware and a selection of 1950s/early-1960s small family cars complete the scene.

Our second South Shields tribute picture is more confusing. LCU 112 is the well-known 1964 Daimler CCG6, which has been preserved since 1978. The vehicle looks immaculate in this shot and even

has a Gardner engine badge above the numberplate, and in the background is an unidentified half-cab coach, tending to suggest that some sort of run was taking place. We wonder if this was a Trans-Pennine event though no one recognises the location. Both the Ford Cortina MkIII and the Hillman Super Minx in the picture carry Sunderland registrations. All the cars in the picture suggest it was taken well before the Tyne-Tees Run began in 1982. So can anyone help with time or place?



BOTH SIDES NOW

Here's a fine game for those forthcoming long winter evenings.

This 'double-sided puzzle' features what appears to be a relatively normal red double-decker with Routemaster grille but an LT/STL-style cab. The other almost echoes Beatles' yellow submarine (except it's a bus) surrealism, with a waiting passenger in the form of a dragon and the driver flouting PCV regulations by consuming a banana at the wheel (maybe his wages). Will the cheeky monkey escape prosecution by the skin of his teeth! Note the depiction of a front-entrance double-decker on both the bus destination blind, and the stop.

Thanks to Norfolk-based Orchard Toys, who make this wondrous creation in Britain. www.orchardtoys.com



TRADITIONAL STOP

Many thanks to JOHN ARNOLD who alerted us to this fine instruction leaflet from First on how to board a bus. A phrase containing the words 'grandmother' and 'eggs' may come to mind but we are informed how to use technology to book your journey on line. Thankfully, as John points out, we at least have the joy of a traditional bell, which looks as if it dates from the 1950s. Even better for traditionalists is the fact that the rider is encouraged to tell his friends about the journey using a traditional loudhailer rather than social media.

Catching THE BUS!

- 1 Plan your journey. Visit firstgroup.com or download our app.
- 2 Turn up at your bus stop with time to spare.
- 3 When the bus is in sight signal to the driver to stop.
- 4 Step back from the road to allow the driver to stop.
- 5 Board the bus.
- 6 State your destination and pay your fare.
- 7 Make your way to your seat and remember to familiarise yourself with the bus layout.
- 8 When your destination is approaching press the bell for the bus to stop.
- 9 Exit the bus and stand away from the bus **DANGER ZONES**.
- 10 "Tell your friends about your journey."

First



BYD TIME

We were very inspired to spot this unusual depiction of London icons, including a traditional bus but with offside rear platform, on the side of the demonstrator from Chinese electrical vehicle manufacturer BYD, as seen at Showbus. The tree second from the right looks enormous, too!





LODEKKA WINNER

Definitely an appropriate destination blind for this former Western National Bristol LD6L seen during a recent event at Castle Coombe race circuit. We don't think the bus competed however. Thanks to DAVID SIMISTER for the photo.

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Shared ownership
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Sponsorship wanted
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FEATURED BUS FOR SALE



VEHICLE: RF503.

DETAILS: Re-panelled and repainted (restoration progress well documented during my 17-year ownership), I have done a lot of work on it. Some new seats. One of the better RFs around. Genuine reason for sale. Must be seen. Offers invited around £16,000ono.

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024 7661 6930

e-mail: presbusps2@btinternet.com

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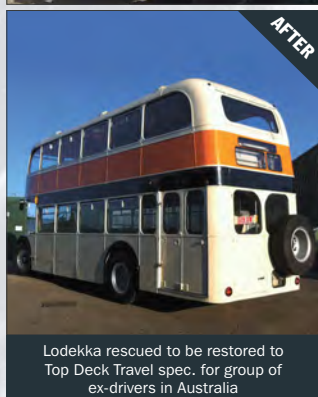
- Store your bus at no cost in secure facilities.
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- We have in-house coachbuilding facilities to complete a restoration.

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E-mail Bob at The Classic Bus Centre:
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WANTED: PD differential; Leyland National windscreens; Lodekka wings.



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Available for spares or repairs,
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1938 Bristol L5G Single Decker (North Western)



A solid reliable vehicle in fantastic running order, currently used by a small wedding bus company covering only a couple thousand miles each year.



£32,000 (PLUS VAT) ONO

Regular serviced and maintained
Class 6 MOT

Passes VOSA inspection every time
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Rebodied original 1950 interior
A great vehicle for working or showing
Always dry stored

Great for distance because of 5th gear
Seats 35

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Passes VOSA inspection every time
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Lots of documented history to be seen

Dry Stored
Seats 56

Call Mark: 01457 871845 / 07973 194634
www.saddleworthvintagebustours.co.uk



Daimler Fleetline CRG6LX30 Northern Counties H40/31F new in September 1970 to Southdown Worthing depot. Current Class 5 MoT expires April 2017 £8,500ono. Genuine enquiries only please to 07860 902500



1984 Leyland Tiger Plaxton Paramount body, converted to carry race car, Good strong TLII engine and gearbox. MoT until August 2017. Sold for spares or restoration. OIRO £1,000. Contact Nick 07921 886414.



1975 Mini 850 Van Hants & Dorset Replica. Newly restored Austin Mini is presented as a replica of the vans used by mobile inspectors at Hants & Dorset. Fleet names, depot discs and NBC logos are applied which makes the van stand out. The van has new carpets, new window rubber, new plumbing underneath and is a very usable and sought after classic. MoT until July 2017. £9,995 ono. Viewing is welcome for serious enquiries only. Phone Jason on 07870 358331 or email hampshirebuses1@yahoo.co.uk



Portsmouth Corporation 1966 Leyland Atlantean PDRI One of five Atlanteans converted to open-top by CPPPD, ERV 250D is one of the three remaining examples in the UK - the other two being abroad. Owned since 2011, the bus has been well cared for including a full engine rebuild and kept in dry storage throughout. We are offering the bus to a good home due to lack of use, storage limitations and lack of time as we focus on our NBC buses. The bus will only be sold for onward preservation. Conversion or export companies need not apply. £6,495ovno. Phone Jason on 07870 358331 or email hampshirebuses1@yahoo.co.uk

1948 Bedford OB GVJ 190, Restoration Project. New ash frame and fabrication work done. Many spare parts included. Stored near J12 M1 in Bedfordshire. £6,000-£10,000. Contact mathew.neville@gmail.com for more details and photos or to arrange viewing.

Wigan Leyland Titans for sale DJP 754: £18,000 also DEK 3D: £16,000 call Mr Millington 01656 740614 or 07549 998715



Bristol single-deck bus Mechanically complete. Gardner 5LW £2,500 contact Rush Green Motors on 01438 354174. (Trade).

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Wanted

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ASSISTANCE/INFORMATION WANTED

Information regarding KLP ID Bedford PJK (chassis No. FT103932) Duple (body No. 8507/0600) new 6/85 to Royal Household, Kensington Has anyone seen or know the whereabouts of this Duple Dominant that carried the KLP ID registration. From information I have been given it was sold on eBay in July 2014, to a number plate dealer, who sold the KLP ID registration to the owner of 1966 Bedford J2 Duple coach that originally had this number. The Dominant was then sold on with an unknown replacement number plate (presumably with a B or C prefix) possibly to a garden centre or school in the south of England. If anyone knows where it is please ring John Wakefield on 01223 843802

Information regarding Guy Arab Mark III with Harrington 27-seat luxury body for continental tours. Call Duncan 0151 645 0545.

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SD

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Recent major restoration projects include the complete rebuild of a former Ribble Park Royal bodied Leyland Atlantean, a North Western Alexander bodied Leyland Leopard and a Preston MCW bodied PD3. In all cases these vehicles required frame renewal and major chassis repairs and the Atlantean and Leopard also required the fitting of replacement ceiling panels. Other on-going projects include reframing and repainting of former Morecambe AEC Regent III No: 72 and chassis repairs, repainting and re-flooring of former Ribble White Lady Atlantean coach No: 1279.

SD Bus and Coach Restoration are based in Lancashire. However commissions can be undertaken in other parts of the country.

Progress on projects may be followed on our Facebook page www.facebook.com/sdbusandcoach

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you'd be surprised who reads it

If you like old buses, you'll love this gorgeous magazine, full of fascinating articles and nostalgic pictures that give you an insight into the story of how we got to where we are today.

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or send an e-mail to:
presbuses2@btinternet.com

PHOTOGRAPHS FOR SALE

Colour bus photos 6x4 size colour @ 30p each taken 2007-16, mostly Southern England. Recent locations include Cornwall, Devon, Dorset, Hampshire, Isle of Wight, Guernsey, Birmingham, Shrewsbury and Telford. Lists available by location, operator or vehicle types. Please send SAE Stating interests to Photolist, 25 Canford View Drive, WIMBORNE, Dorset BH21 2UW or email: david.oborn@pop3.hiway.co.uk

PHOTOGRAPHS WANTED

Quality slide collections purchased for cash: call Sandra 024 7661 6930 or email presbuses2@btinternet.com

Rawtenstall/Rossendale. Currently trying to compile a full, illustrated fleet history and would be very grateful of any help with views of the following: CTB 713/714, CTJ 165, DTJ 59, FTD 450 with Massey body, GTD 501-503 in colour, and XTJ 939D in Rawtenstall livery. I'd also be interested in any new original views from private collections and any of our East Lancs-bodied vehicles with subsequent operators. Good prices paid for any new views/slides. Details to G. S. Young 4 Higher Change Villas Todmorden Road Bacup OL13 9UB or fte630b@yahoo.co.uk

BOOKS, MAGAZINES AND DVDs FOR SALE

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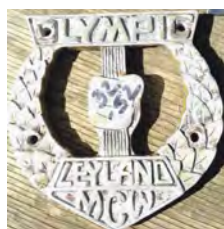
MISCELLANEOUS ARTEFACTS FOR SALE

Bus/Coach badges, large size and in good condition. Eurorider £20. Plaxton x2 £20 pair. Volvo £25, all plus postage, will be well packed. Collection of mixed PSV badges for sale, pictures via e mail; **London Transport radiator badge**, stove enamel, looks to be unused, £70 including packing & postage. Call Alan 01872 575140.



Lapel badges for sale: AEC, Bedford drivers club, RAC all button hole fitting. Pin fitting Leyland, Albion, Bedford, BMC drivers' club, Commer, standard, all £10 each including postage. Also large heavy Tiger badge for front of bus/coach, as new £75 plus postage. Large National Benzole cap badge £15. BP lapel badge £15. Call 0208 3997 541.

Leyland Olympic badge, crown missing but rest in good condition, hence price £45. Leyland Atlantean, name badge, a large badge that has been screwed onto a display board: £20. Another the same but unused with studs on back: £48. Leyland Atlantean front badge complete in nice condition. Leyland lapel button-hole badge £20. All plus postage. Call Alan on 01872 575140.



Ten PSV driver badges with button hole fixing on back: £50. Call 0208 3997 541.

EVENTS

EVENT ORGANISERS: Please send details of your events direct to Sandra Lamb for inclusion in this column as soon as possible, and in all cases at least three months in advance of the date of the event. We regret that otherwise we cannot guarantee inclusion. E-mail presbusts2@btinternet.com or by post to 12 Redland Close, Aldermans Green Industrial Estate, Coventry, CV2 2NP.

SATURDAY 5 NOVEMBER

Barnet Transport Fair. Christ Church Hall, St Albans Road, Barnet EN5 4LA. Up to 30 stalls selling a good variety of bus and railway books, photos, videos, maps, timetables and other memorabilia. Buses 234, 326, 383, 384, 389 and 399 stop nearby at The Spires Shopping Centre and Barnet Library. All other bus routes serving Barnet Church are within 10-15min level walk. Nearest Underground High Barnet (LU Northern Line) or New Barnet (GN locals). Open 11.00-15.00. Admission £2.00, accompanied children free, refreshments available. Booking forms (SAE please) from NLETE, 8 The Rowans, Palmers Green, London N13 5AD or e-mail: nlevents@outlook.com

SUNDAY 6 NOVEMBER

Open Day at Lincolnshire Road Transport Museum, Whisby Road, North Hykeham, Lincoln LN6 3QT. 10.00-17.00. Adult admission £7, accompanied children free. Displays, visiting vehicles, sales stands, refreshments, and a variety of buses and coaches operating free services from Lincoln Railway Station and local 'park and ride' from Teal Park, Whisby Road (just off A46 Lincoln bypass/Whisby roundabout). Please use our bus services - parking on site is for 'blue badge' holders only. Visiting vintage/classic/preserved vehicles welcome - please contact us first. Details: 01522 500566 / 689497 or 07984 872994. E-mail: info@lvvs.org.uk visit: www.lvvs.org.uk or @LincsRTM on Facebook/Twitter.

SATURDAY 12 NOVEMBER

The Trolleybus Museum at Sandtoft. Twilight & After Dark Trolleyday. 11.00-19.00. Sandtoft, nr Doncaster. Details: 01724 711391 or visit: www.sandtoft.org.uk

Hendon, London. LOTS Autumn Spectacular. RAF Museum, Colindale, London NW9. 10.30 - 15.30.

SUNDAY 13 NOVEMBER

South Yorkshire Transport Museum Event Day at South Yorkshire Transport Museum, Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. Open 10.30-16.00, shop and café open. Bus service to/from Rotherham Bus Station (Stand C1) hourly from 10.45. Admission £4, Concessions £2.50, Family £10. Further details from: info@sytm.co.uk or Tel: 07950 327237.

Ipswich Transport Museum. Classic Buses and Coaches.

An event focusing on the buses and coaches from the 1940s to the present day, with rides on museum and visiting vehicles. 11.00-16.00. Admission charges: Adult £7, Child £4.50, Concessions £6, Family £20. Details from Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Tel: 01473 715666, e-mail: enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

Dewsbury Bus Museum Autumn Open Day. Admission by programme, £3 Adult, accompanied children free. Advance copy available for £4 by sending a cheque payable to West Riding Omnibus Museum Trust, 47E Dale Street, Ossett WF5 9HE. 10.00-16.30 with a full day of free services and tours. Free shuttle service from Dewsbury South Street to the Ravensthorpe Museum building. More than 20 vehicles running in service and a large selection of trade stalls, Museum Café, Tombola, Christmas Raffle and much more. Visiting vehicles always welcome. Free feeder services from Keighley, Bradford, Leeds & Wakefield. For details visit: www.dewsburybusmuseum.co.uk

Cosham Autumn Indoor Transport Fair. Community Centre, Wootton Street, Cosham, Portsmouth PO6 3AP. Open 10.00-15.30, admission £1.50. Stalls, free bus rides and light refreshments. Display by local area Model Bus Federation. Close to Cosham Railway Station and convenient for A3/M27. Enquiries: vtransportgroup@btinternet.com

SATURDAY 19 NOVEMBER

Northampton Transport Collectors Fair, Abington Church Rooms, Park Avenue North, Northampton NN3 2HT. 1030 - 1530, admission £1, refreshments available. For stall applications, contact Steve Loveridge, 75 Bakers Crescent, Irchester, Wellingborough NN29 7BA, or Facebook www.facebook.com/northamptontransportfair or e-mail: steve7941@hotmail.co.uk.

SUNDAY 20 NOVEMBER

Aston Manor Road Transport Museum. Annual Collectors' Fair. Shenstone Drive, off Northgate, Aldridge, West Midlands WS9 8TP. Free bus service will be operating to/from Walsall. Admission: £3 Adults, £2 Children and £9 family tickets. Details: Phone 01922 454761 or visit website: www.amrtm.org

Second Ecclesall Road Charity Running Day is

Buses depart Sheffield Crucible Theatre along Ecclesall Road to either Dore or the Fox House from 10.00 to late afternoon. All donations to Pancreatic Cancer Research. Enquiries: g.pegg472@btinternet.com.

FRIDAY/SATURDAY 25/26 NOVEMBER

London Transport Museum, Depot Discovery Tours at Acton Depot. Museum Depot in Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. Adult £12, Concession £10, under 16s must be accompanied by an adult. Tickets must be pre-booked. Details: 020 7565 7298 or visit: www.ltmuseum.co.uk

SATURDAY 26 NOVEMBER

Epsom & Ewell Transport Fair at Bourne Hall, Spring Street, Ewell, KT17 1UF. Open 10.00–15.30. Admission £2 (accompanied U16 free). Close to Ewell West railway station, buses 293 (Morden), 406 (Kingston and Epsom) stop in High Street nearby. Books, DVDs, models, ephemera, magazines, photographs, tickets etc. Refreshments available. Enquiries: Julian Bowden, 21 Forde Avenue, Bromley BR1 3EU (SAE please) or Tel: 07932 812268 or e-mail: julianbowdengs43@googlemail.com

SATURDAY 3 DECEMBER

Ipswich Transport Museum 'The Christmas Cracker'. 11.00–16.00. The final opening day of our season is a family day with a Christmas theme. Festive decorations and entertainment in the museum help to get you in the Christmas mood. Come and ride on a selection of our fire engines and buses, then meet Santa in his grotto. (Entry to the grotto £1 extra, which includes a gift). Admission charges: Adult £7, Child £4.50, Concessions £6, Family £20. Further details from Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Tel: 01473 715666, e-mail: enquiries@ipswichtransportmuseum.co.uk or visit: www.ipswichtransportmuseum.co.uk

SATURDAY/SUNDAY 3/4 DECEMBER

Museum of Transport Greater Manchester 'The Christmas Cracker'. Boyle Street, Cheetham, Manchester M8 8UW. 10.00-17.00. Transport collectors' fair with books, DVDs, models, photographs and more, plus a display of vehicles. Free heritage bus link to/from Manchester Victoria every 20 mins. 09.50-16.50. Further details from 0161 205 2122 (Weds, Sat, Sun 10.00-17.00), e-mail: email@gmts.co.uk or visit www.motgm.uk

SATURDAY 10 DECEMBER

Enfield Christmas Transport Bazaar. St. Paul's Centre, 102 Church Street, Enfield EN2 6AR. Junction of Church Street, Chase Side and Windmill Hill in the heart of Enfield Town, 2 minutes walk from Enfield Chase Station (Great Northern Hertford North Line) or 10 minutes walk from Enfield Town Station. All bus routes serving Enfield Town stop within 5 minutes walk. The event revives those staged at this venue in the 1990s and features up to 40 stalls selling all kinds of transport books, photos, DVDs, maps, timetables, tickets and other memorabilia. Bazaar open 11.00–15.00. Admission £3.00 (accompanied children free). Refreshments available. NO PUBLIC CAR PARKING at the centre. Booking forms (SAE please) from NLETE, 8 The Rowans, London N13 5AD or e-mail: nleevents@outlook.com



For more details of the benefits of membership of Britain's largest Bus enthusiast society, with the most comprehensive information on the ever changing London bus scene, or our latest sales list, why not check out the web site, or alternatively send a large stamped addressed envelope to:

Postal Sales or Membership Secretary (as applicable), London Omnibus Traction Society, Unit N305, Westminster Business Square, 1-45 Durham Street, London, SE11 5JH

www.lots.org.uk

Our Autumn Transport Spectacular this year is on Saturday 12th November

London's biggest and best transport sale for books, models, photographs, timetables, blinds and much, much more !

The new venue is the **RAF Museum** at **Colindale** in **London NW9** Entry is via the Halton gallery.

The nearest **railway station** is Colindale (Northern Line – Edgware branch) or Mill Hill Broadway (First Capital Connect). There are **good bus links** from Colindale and Mill Hill Broadway on bus route 303. Routes 186 and 204 also stop nearby. The **parking** is Pay & Display next to the site.

Doors open from **10.00 a.m. to 3.30 p.m.**

Admission £3.00

Everybody Welcome !

And don't forget, if you want to keep up-to-date, or you would like to benefit from discounts on our publications, then why not join now, and you will receive our monthly fully detailed illustrated Newsletter, **The London Bus (TLB)**, which covers everything on the current operators in the former London Transport area.



EPSOM & EWELL TRANSPORT FAIR

SATURDAY 26TH NOVEMBER 10.00AM - 3.30PM

BOURNE HALL, SPRING STREET,
EWELL, KT17 1UF

ADMISSION £2.00

Close to 293, 406, 467, 470 and E16 bus routes in the London Travelcard Area (Zone 6)

Both of these transport fairs offer for sale, bus, railway and commercial vehicle related items, including:

Books, DVDs, ephemera, memorabilia, models, photographs, postcards, tickets, videos, etc. **Refreshments available**

MID SUSSEX TRANSPORT FAIR

SATURDAY 31ST DECEMBER 10.00AM - 3.30PM

CLAIR HALL, PERRYMOUNT ROAD,
HAYWARDS HEATH, RH16 3DN

ADMISSION £1.50

Close to Haywards Heath railway station
(opposite the former Southdown Bus Station)

ENQUIRIES TO: Julian Bowden, 21 Forde Avenue,
Bromley, BR1 3EU (SAE please) Mob: 07932 812268

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VENUE CYMRU

Llandudno
LL30 1BB

27th DECEMBER

10.30am to 3.30pm



Proceeds to Llandudno Transport Festival

22nd ANNUAL RAIL/BUS COLLECTORS' FAIR

PUDSEY CIVIC HALL, LEEDS

Saturday 14th January 2017 | 10.00AM - 3.00PM

The leading indoor event for all collectors of railway, bus, ship and aircraft memorabilia, books, photographs, tickets, paperwork, metalwork, railwayana etc.

ADMISSION £2.00

VENUE: 200 yards North of New Pudsey Railway Station. 200 yards from the junction of the A6120 Leeds Outer Ring Road and the A647 Leeds and Bradford Road at 'Dawson's Corner'

Fair & Civic Hall Signposted | Ample Free Parking next to the Hall

e-mail: rennison@cc-email.co.uk

tel: 0113 2363695



SUNDAY 11 DECEMBER

South Yorkshire Transport Museum Event Day at South Yorkshire Transport Museum, Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. Open 10.30–16.00, shop and café open. Bus service to/from Rotherham bus station (Stand C1) hourly from 10.45. Admission £4, Concessions £2.50, Family £10. Further details from: info@sytm.co.uk or Tel: 07950 327237.

SUNDAY 11 DECEMBER

Oxford Bus Museum 'Santa's Bus Grotto'. Free bus rides at 12.15 and 14.45. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or visit: www.oxfordbusmuseum.org.uk

SATURDAY/SUNDAY 17/18 DECEMBER

St. Helens. North West Museum of Road Transport Santa Special. 12.00–16.00. With free heritage bus rides around St Helens. Museum is near to St. Helens Central rail and bus stations. Free car parking nearby. Information from Clive Arnold: e-mail: clive@nwmort.co.uk or at our website: www.nwmort.co.uk or Tel: 01744 451681. North West Museum of Road Transport, The Old Bus Depot, 51 Hall Street, St Helens WA10 1DU.

SUNDAY 18 DECEMBER

Oxford Bus Museum 'Santa's Bus Grotto'. Free bus rides at 12.15 and 14.45. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or visit: www.oxfordbusmuseum.org.uk

MONDAY 26 DECEMBER

Workington Transport Heritage Trust. Free Town Boxing Day heritage bus service. All services connect at Workington bus station, CA14 2ND, the first purpose-built covered bus station in England. More at www.wtht.co.uk or call 01900 67389 from 1 December for full timetable booklet.



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* - City stop location depends on road closures for new transport
 hub project - please watch our website or contact nearer the time.

Parking at Museum limited to 'blue badge' holders and
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Lincolnshire Road Transport Museum, Whisby Road, North Hykeham, LINCOLN LN6 3QT 01522 500566
www.lvvs.org.uk info@lvvs.org.uk @LincsRTM on Facebook, Instagram, Twitter

Aldridge Transport Museum

Autumn Leaves Running Day 2016

Sunday
16th October



and our winter



Collectors' Fair Sunday 20th November

Free Bus from Walsall - opposite the bus station
 Departs Walsall (Hatherton Road) 10:20 and every 30 minutes to 16:20

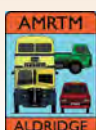
Doors open at 10:00 for both events

Aston Manor Road Transport Museum

Shenstone Drive, Off Northgate, Aldridge, Walsall WS9 8TP

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Updates on www.amrtm.org and Facebook
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www.wythall.org.uk

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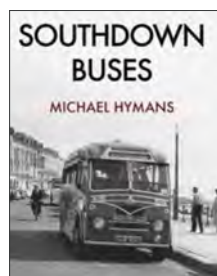
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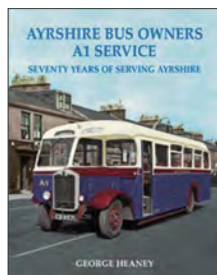
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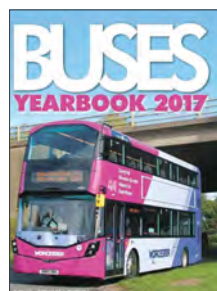
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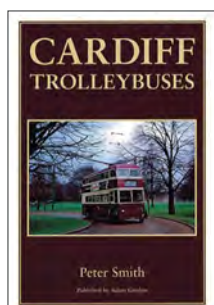
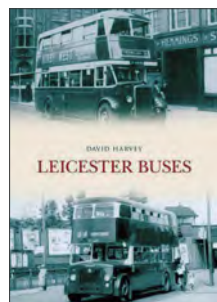
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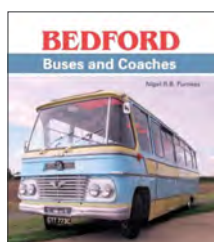
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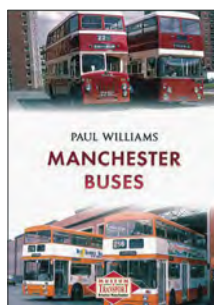
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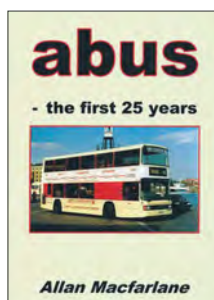
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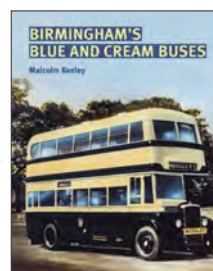
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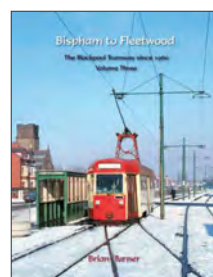
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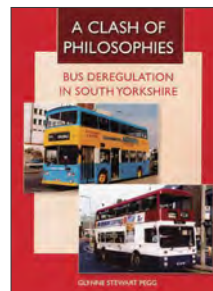
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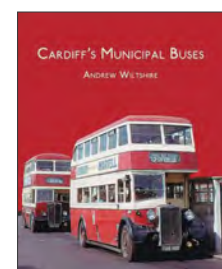
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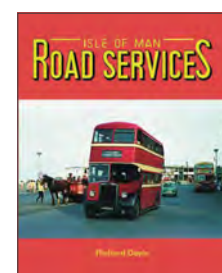
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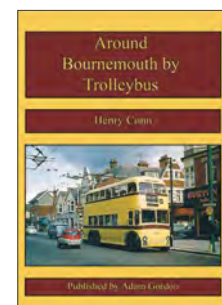
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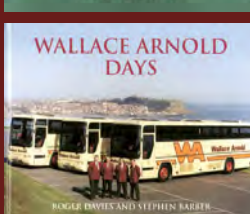
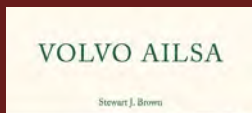
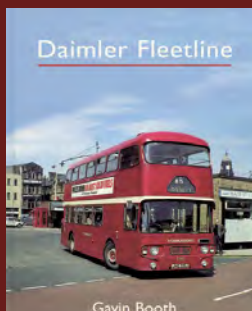


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- * Christmas raffle * Bus Museum Café **

Admission only £3.00 - includes souvenir programme containing bus timetables and vehicle allocation.

You can order your programme in advance by post

Full details will be posted on our website:

www.dewsburybusmuseum.co.uk

If you can't make it to our Autumn Open Day, we'll be back on Sunday 12th March 2017 for our Spring event!

Other events in 2017 include our
**SUMMER SPECTACULAR on SUNDAY 13th AUGUST and our
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